

## **SPEED LIMITS AND ROAD SAFETY IN REGIONAL NSW**

**Organisation:** NSW Driver Trainers Association

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Submission to  
**The Joint Standing Committee on Road Safety (Staysafe)**

Inquiry into Speed Limits and Road Safety in regional NSW

From

**The NSW Driver Trainers Association (NSWDTA)**



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## EXECUTIVE SUMMARY

The NSW Driver Trainers Association (NSW DTA) is an industry association supporting driving instructors in NSW. Our members cover a wide range of training expertise with practitioners covering a diverse range of training and assessment from Learner drivers, post licence training, heavy vehicles, older drivers and rider training. The NSW DTA is committed to providing support for the driver training industry and improving the professional standards of instructors. Our aim is to have a positive impact on road safety through quality education.

The NSW DTA has represented NSW at a National level via its membership of the ADTA (National), and as such has been involved in various State and Federal Road Safety initiatives. Over the years we have established a good working relationship with other industry bodies and have worked collaboratively towards the betterment of our industry and driver safety. To date the NSW DTA has enjoyed a cooperative relationship with Transport for NSW, The Roads and Maritime Services and Service NSW, and has had roles in:

- The development of the NSW Safer Drivers Course for Learner Drivers.
- The review of the Older Driver Testing System
- The Federal Government National Road Safety Forum: Graduated Driver Licencing.
- 2016 TLISC review of Driving Instructor qualifications.
- The 2016 Staysafe inquiry into Driver Education, Training and Road Safety
- A member of the Transport and Logistics Industry Driving instruction Projects Technical Advisory Committee (TAC) for Australian Industry Standards.

Our submission to this committee will focus on the reduced speed limits for novice drivers and their impact on road safety, particularly in a regional setting. We are happy to meet with and address the committee at any time to discuss these matters further.

## HISTORY

The current Graduated Licensing Scheme (GLS), has been in operation in NSW since 2001, when it saw the introduction of a logbook and minimum driving hour requirements for novice drivers. As well as the logbook system, the GLS comprises a series of restrictions on new drivers, that ease with each step of the process, from Learner driver, to Provisional driver, to unrestricted licence holder.



These restrictions are likely known by the members of the Staysafe committee, and include (but not limited to):

- Mobile phone use restrictions
- Blood Alcohol Concentration (BAC) limits
- Demerit point limits
- Vehicle restrictions
- Passenger restrictions
- Speed restrictions

Since its implementation in 2001, the GLS has seen a number of changes designed to continue the reduction in new and young driver crash rates. These changes have been successful as we have seen fewer crashes resulting in serious injury or death in the cohort of newly licenced drivers, and young drivers in the period 2001 to 2022. But as always, more can be done.

In 2011, The NSW DTA approached the then NSW Minister for Roads, The Hon. Duncan Gay, with two proposals. The first of which was the implementation of a course that would improve road safety outcomes for young drivers and give credited hours in their log books. Included with this proposal was a detailed outline of a course developed by our memberships sub-committee. The NSW Government convened a board and an advisory panel to further develop this course, which eventually become the Safer Drivers Course for Young Drivers.

The second part of our proposal to the Minister was the increase, or removal of, the speed restrictions for Learner and Provisional drivers. This was something Minister Gay was very receptive to at the time and wanted to investigate further. He believed that the restriction of speed on these licence classes posed both a safety risk as well as a barrier to learning and skill development.

In the month following this meeting, the NSW Auditor-General released its report on Improving Road Safety: Young Drivers (Achterstraat, 2011). In that report, the auditor general recognised that the lower speed limits imposed on Learner drivers needed review, and recommended that this limit be increased to 90kph, from the 80kph imposed at the time. In 2013, the speed limit for Learner drivers was increased to 90kph in line with the Auditor-General's report and recommendations.

In 2021 the impact of Speed limit restrictions on Learner and Novice drivers' safety has been discussed regularly within the Association and its Members. It was decided at the NSW DTA 2021 AGM we would identify safety issues caused by lower speed limits for these drivers and seek out support to request a review. The Association approached the then Deputy Prime Minister, Michael McCormack and Member for Wagga, Dr Joe McGirr and Director of Policy and Public Affairs at the NRMA, Robert Giltinan who saw merit in a review and advised to forward our request to the then Regional and Roads Minister, Paul Toole. We received a reply from Minister Toole stating a review was not warranted. We are therefore very pleased to be able to contribute this submission.

## TRAVEL TIMES and FATIGUE

A decrease in travel speed will result in an increase in travel time, which in turn may result in an increase in fatigue. Whilst on the surface this would appear a logical assumption, it is not as straightforward as that. In fact, a 2010 Austroads report stated "that reduced speed limits would have greatest effect on travel time along roads with minimal congestion and number of intersections. It also concluded that, for arterial roads within urban environments, reduced speed limits would have no appreciable effect during times of congestion. So, broadly speaking, higher speed limits can reduce travel time, but only over long distances." (Austroads, 2010).

An increase in speed limit from 100kph to 110kph will save 5.5 minutes if travelling for 100km (NRSP). Similarly, an increase from 90kph to 110kph would save 11 minutes over the same distance. A journey of 300km would save approximately 33 minutes. But it is not only regional drivers who drive on regional roads. A drive from Sydney to Canberra is approximately 300km, on a freeway with a speed limit of 110kph. A driver leaving Sydney can be on a motorway soon after leaving home and remain at highway conditions all the way to the outskirts of Canberra. This journey would likely take a learner driver or P1 driver an extra 33 minutes, and a P2 driver approximately an extra 16.5 minutes. Anyone who has driven this road will attest to how boring the drive can seem with long stretches of wide-open highway. This boredom leads to an increase in fatigue, and any unnecessary extra time spent on that drive only increases the risk.

Based on these figures, a young driver restricted to 90kph on this sort of regional road, is likely to spend a longer period behind the wheel, increasing the risk of a fatigue-related crash. This highlights the issue that regional Learners and Provisional drivers face when dealing with driving long distances, which is a very common occurrence.

A 2006 report from Austroads shows that in Queensland, fatigue-related crashes were 12.1 times higher in rural areas compared to urban areas, whilst speed-related crashes were 4.7 times higher (Austroads, 2006). While speed increases risk in a rural setting compared to an urban area, clearly fatigue is representing a much higher risk. It also states that despite wide held beliefs, it is most commonly residents of rural communities that are more often involved in serious crashes in rural areas.

According to the latest licencing figures from Transport for NSW, of the 680,120 Learner, P1 and P2 licence holders in NSW, 173,790 live in regional Local Government Areas (LGAs) (TfNSW, n.d.). That is approx. 25% of our speed-restricted novice drivers, live in regional LGAs and travel on regional roads. Of the total L, P1 and P2 licence holders in NSW, 69% are under the age of 25. This means that 31% are older novice drivers who are still restricted in their speed. In fact, 41,108, or 6%, of these speed-restricted L, P1 and P2 drivers are between 40 and 60 years of age. That is a large number of drivers, who need to travel for work etc, who are still restricted in their maximum speed limit. Young drivers have better performances than older drivers after a short trip (2–4 h), but they suffer much more from performance decrement than older drivers after 8 hours of driving, showing a high vulnerability to fatigue (Philip, 2004)

## RESTRICTED SPEED AND RISK

When examining crash statistics and research, the term “excessive speed” is often used in relation to young and new drivers. This can easily be misconstrued to mean they should have lower speed limits than other drivers. However, excessive speed is classified as 30kph or more above the posted speed limit. Therefore, a P1 licence holder, who is restricted to 90kph, and is travelling at 110kph, whilst they are speeding, would not be classified as excessive speeding. Statistics that include crash rates for novice drivers for excessive speed should not be included in discussions regarding removing the speed restriction for Learner, P1 and P2 licence holders.

According to one report on Victorian crash rates, “although half of the Other Australia Jurisdictions’ licensing systems include maximum speed limits for learner and probationary drivers, research is yet to establish that such limits reduce accident rates” (Williams, Senserrick &, 2015). Likewise, a further report says “Young drivers are a greater accident risk due to lack of experience, overconfidence, a tendency to engage in more high-risk driving (driving for social reasons, speeding, driving at night and with multiple passengers), and a poorer ability to accurately assess risk and respond to road hazards in comparison to older drivers (Whelen, Senserrick, 2003). It is important to note that again the mention of speeding here does not mean over the posted speed limit, but in fact means over their restricted speed limit.

In 1987, the Victorian Government removed the speed restriction on Learner drivers and Provisional drivers, and as Whelen and Senserrick state, “After removing this restriction, a comparison of driver crashes pre and post-1987 was conducted that found no evidence of an increase in serious crashes for intermediate-licensed drivers. Moreover, the analysis found that there was no increase in crash involvement for drivers who would have been restricted previously and, specifically, no increase in the proportion of fatal or serious crashes on roads with speed limits above 80 km/h.

Three main factors were postulated as likely contributors to this finding:

1. Poor compliance with speed restrictions by intermediate-licensed drivers.
2. Limitations enforcing the restriction due to difficulties with detection by speed cameras and stationary speed detection methods.
3. The speed dispersion hypothesis, whereby a vehicle travelling at a much slower speed than the prevailing traffic stream elevates crash risk.” (Whelen, Senserrick, 2003).

According to TAC statistics in 2016, fatalities amongst those aged 18-25, were at their lowest rate since 1984 (speed restriction was removed in 1987). It was said that “The reduction in young driver fatalities can be attributed to Victoria’s GDL system, which addresses the risk factors inherent to young drivers through the strict licensing requirements and restrictions noted above.”

The NSW Auditor-General’s report (Achterstraat, 2011), stated that speeding was the contributing factor in 51% of fatal crashes in NSW. The latest figures provided by TfNSW in the Safer Drivers Course for Young Drivers, state that is now 41%. That is a reduction of 10%. As stated earlier in this submission, in 2013 the speed limit for Learners was raised

from 80kph to 90kph. A rise in speed limit has seen a 10% reduction of speed as a contributing factor.

Comparing the 2008-2010 statistics, to the 2014-2016 statistics (Transport for NSW, 2017), fatality rates for young drivers have dropped 34%. For the same period, serious injury crashes dropped 8%. However, fatigue-related crashes increased by 6%. Between 2008 and 2016, fatality rates for young drivers dropped 25%, and young driver involvement in fatal crashes dropped 23%. The biggest decrease in those numbers occurred after 2011. Serious injuries for young drivers were at their highest between 2011 and 2013.

As stated by Whelen and Senserrick, "The literature suggests that lowering or having differing speed limits for learner and intermediate-licensed drivers compared to fully licensed drivers is unlikely to lead to a reduction in crashes. In fact, it may increase inexperienced driver crashes on lower-speed roads that do not have the same safety features. Restrictions for learners, in particular, prevent the development of high-speed driving skills under supervision and lower-risk conditions. Rather, the literature suggests that a more effective requirement would be for learners to commence driving on low-speed roads and gradually progress to higher-speed roads once sufficient practice has been acquired." (Whelen, Senserrick, 2003). Also, the European Union review of novice driver initiatives has advised against the introduction of differential speed limits for novices.

## **LEARNING AND EXPERIENCE**

Restricting learner drivers to lower speeds than posted prevents them from gaining experience at higher speeds and developing safer high-speed driving skills (such as freeway merging and driving on rural roads) under supervision and lower-risk conditions (New South Wales. Parliament. Joint Standing Committee on Road Safety., 1997). In its submission to Staysafe 37 (1997), the Australian College of Road Safety suggested that a better way to minimise the concerns held towards speed restrictions for learners would be to require that driving commence on low-speed roads and then progress to high-speed roads once learners acquired sufficient practice.

One of the aims of the GLS is to allow young drivers to experience many of the driving situations they may experience when driving solo whilst still being supervised. However, by placing unrealistic speed limits on them, we have not allowed them to experience how differently a car drives at higher road speeds. The first time they will get this is when they are on their own and are expected to work it out for themselves. This is simply not good enough. If we are to truly prepare these young drivers for solo driving, we must allow them to experience as much real-world driving as possible. The removal of speed restrictions for L, P1 and P2 licence holders will also reduce the impact of sensation seeking.

## CROSS BORDER ISSUES

According to Whelen and Senserrick, "NSW has the most graduated speed restrictions in their GLS compared to other Australian and most overseas jurisdictions. Learners are restricted to 80 km/h, first-stage intermediate-licensed drivers to 90 km/h, and second-stage intermediate-licensed drivers to 100 km/h. The model, therefore, excludes supervised practice at higher speeds. In comparison, while the Northern Territory has an 80 km/h speed limit for learners (increased to 100 km/h for intermediate-licensed drivers), it allows higher speeds when under instruction in their approved training and licensing program (DTAL)." (Whelen, Senserrick, 2003). Since then, the Learner speed limit has been increased to 90kph, however, the issue of crossing borders and the difference in restrictions still exists.

Of our neighbouring States and Territories, QLD, ACT and VIC have no restriction on L, P1 and P2 license holders. SA has a limit of 100kph for all levels of novice drivers. As the NSW speed restriction is conditional to the state the licence was issued in, when travelling across the border to any neighbouring State or Territory, NSW novice drivers are still required to adhere to their restricted limits. This causes major confusion for drivers, supervisors and police alike. It means that two P1 licence holders from different states can be driving on the same road, with the same level of experience, but have a 20kph difference in their maximum allowed speed. Neighbouring states with no limits have seen a steady decline in young driver fatality rates. Victoria for example has seen a drop of 36%. NSW has a higher fatality rate for young drivers than neighbouring states.

Transport for NSW published GLS framework states in section 6.2 "Some jurisdictions apply overall maximum speed limits on the learner and provisional drivers, which are lower in some instances than the signposted speed limits. There is not a great deal of available research on the value of this measure. One position taken on this matter is that this restriction creates speed differentials between vehicles which can increase crash risk, and they should not be included in GLS models (Senserrick & Williams, 2013). Some states that did have reduced speed limits for novice drivers have increased them in recent years, and have reported no increase in crashes. However, jurisdictions that currently apply lower speed limits for learners and provisional drivers believe that they are effective risk reduction measures, especially for P1 drivers. Police have commented about the difficulty in enforcing this restriction, especially in border areas." (Centre for Road Safety, 2014)

Currently as you read the information in the link provided below, note that it only states visiting provisional drivers, and doesn't specifically mention learners. However it is stated later in the link that you must obey the speed limit that applies to your licence at home.

<https://legislation.nsw.gov.au/view/html/inforce/current/sl-2014-0758#sec.24-1>

Lets look at learner drivers first. A Victorian learner is not restricted on speed. In their home state they have no restriction. When in NSW, they must "follow the licence conditions applied by the state or territory that issued your licence, as well as the NSW road rules." The first part says that they would be unrestricted in NSW as the issuing state has no restriction. However, the second part says they must obey NSW road rules, and NSW road rule 24-1 (1) states. "The speed limit applying for any length of road to a driver who is the holder of a learner licence issued in New South

Wales is 90 kilometres per hour, unless another lesser speed limit applies to the driver for the length of road under another rule of this Part.". As the rule states clearly it applies to NSW learner licences, it means it does not apply to licences issued in other states. Therefore, a learner from Victoria is still unrestricted. The wording of the road rule is very clear in saying learner licence issued in NSW, and therefore cannot be applied to a learner licenced issued in any other state or territory.

Now for provisional drivers, the same rule applies to "follow the licence conditions applied by the state or territory that issued your licence, as well as the NSW road rules.". However, NSW road rule 24-1 (2) and (3) state "The speed limit applying for any length of road to a driver who is the holder of a provisional P1 (P2) licence is 90 (100) kilometres per hour, unless another lesser speed limit applies to the driver for the length of road under another rule of this Part". Note the omission of the term "licence issued in NSW". This means the rules for P platers are different compared to L platers. It means that a Victorian P plater, who is unrestricted in their home state, now must abide by NSW road rules, which now state that they are restricted in their speed.

This means, according to the wording of the actual road rules, a Victorian learner is still unrestricted when driving in NSW, but a Victorian P plater is restricted to either 90 or 100. This means you can have a Vic learner travelling at 110kph in NSW but a Vic P plater only allowed to travel at 90kph.

Much confusion exists for Learners, P1, P2, Supervising drivers, all other road users and Police enforcement due to how these rules are written/interpreted. We need road rules that are enforceable, safe and consistent.

Austroroads on driver licensing list the requirements for a GLS in Australian jurisdictions (Australian Driver Licensing, n.d., p. 2.2):

- Learner permit at 16 years – supervised driving required
- 12 months minimum holding of learner permit
- Requirement to undertake at least 50 hours supervised driving recorded in a log book
- Practical on-road test to achieve solo unsupervised licence
- Hazard Perception Test as part of GLS
- Solo licensing from 17 years
- Zero Blood Alcohol Content (BAC) and no handheld mobiles during entire learner/provisional period
- Lower demerit point threshold for novice drivers
- Community education about risks associated with:
  - Novice drivers and late-night driving and carrying multiple passengers
  - Young drivers on a full licence and drink driving
- Support programs to assist disadvantaged drivers to progress.

*\*Note the lack of speed restrictions in this list.*



In the NSW Government response to the 2017 Staysafe inquiry (Transport for NSW, 2017), section 2.9, recommendation 11 states:

The Committee recommends that Transport for NSW review the conditions of provisional driver licences to identify any opportunities to remove the confusion reported in cross-border areas without compromising road safety.

#### 2.9.1 NSW Government response

##### **Support**

The Australian GLS Policy Framework (Policy Framework) approved by the Transport and Infrastructure Council is based on a three-staged approach which includes key elements of progressively more effective GLS models - standard, enhanced and exemplar. This approach recognises that each jurisdiction has a different starting point and that improvements to existing GLS systems may be incremental. The intent of the policy framework is for all jurisdictions to adopt as many of the 'exemplar' elements as feasible to promote national consistency around a stronger licensing model. In November 2017, further changes to the NSW GLS were made to align it more closely with the Exemplar model.<sup>13</sup> The NSW Government recognises that in the interim there will be some inconsistencies between jurisdictions, raising some interstate border issues. TfNSW will continue to resolve these issues with relevant jurisdictions and at the national level to work toward national consistency for key road safety issues, where possible. TfNSW is an active member of the Austroads Registration and Licensing Task Force which works to promote harmonisation and consistency across jurisdictions and will continue to work with other jurisdictions to identify opportunities to harmonise licensing systems across jurisdictions without compromising road safety.

To this point, the NSW government has done nothing to ease the cross-border issues and harmonise licensing systems, despite its own documentation stating that the speed restrictions are not evidence-based.

## EMPLOYMENT

Lower speed limits for novice drivers in regional areas increase the risk of either deliberate or inadvertent speeding. As any speeding offence for a novice driver is 4 demerit points, a simple mistake of breaching their licence level speed restriction, would see an immediate licence suspension for a Learner or P1 driver, and put a P2 driver at serious risk of suspension, or even suspension during a double demerit period. The lack of a license in a regional setting is a huge barrier to employment. Access to a license and a vehicle greatly increases job and study opportunities for those people who may have limited opportunities close to home. The lack of employment and study has huge economic impacts on regional communities, as well as serious mental health implications.

According to the Law Institute of Victoria, a 2012 survey conducted by the Australian Youth Affairs Coalition (AYAC, 2012), "asked young people in rural areas to detail their employment experiences and their views on how their participation in the workforce could be increased. The survey highlighted disproportionately high youth unemployment levels in remote and rural areas. Of those surveyed, 25% responded that they desired paid employment, which is almost 5 times the national average. Unemployment was attributed to both the lack of jobs in rural areas and poor access to education, training, and support programs."

"An inability to access transportation was also flagged as a factor preventing young people from seeking employment or support outside of their area, or pursuing higher education in major towns (AYAC, 2012a). In addition, jobs available for young persons in rural areas are often agricultural in nature and require access to their own means of transport to get to and from work as there is little or no public transport. In its report on the federal "Learn or Earn" policy, the AYAC found that, "Young people who do not live in capital cities are less likely to be working or learning full-time. They face limited employment opportunities and are constrained by the type of work available, the lack of support services to help them find work and the lack of public transport to get them to work." Furthermore "young people who do not have a driver's licence and ... who have limited funds to pay for public transport ... are markedly disadvantaged in the labour market" (AYAC, 2012b). The problem manifests itself further given that when the first post-school year is spent in a positive way - in structured training, full-time work or study - it is likely that young people will end up in full-time work later on. Where young people are unable to engage in full-time work or gain the necessary means of transportation to training facilities it is likely to disadvantage youth in gaining the crucial skills and knowledge for full-time employment."



## SUMMARY AND RECOMMENDATIONS

This inquiry is about speed limits and road safety in regional NSW with the following terms of reference:

- a) The impact of speed limits and travel times on driver behaviour and safety
- b) The impact of improved vehicle technology and road infrastructure
- c) The use of variable speed limits
- d) Any other related matters.

This submission has addressed terms a) and d) through the provision of evidence that shows the impact of, and unnecessary implementation of, restricted speeds for Learner, P1 and P2 license holders and their impacts in a regional setting. There is clear evidence that the removal of these unnecessary restrictions, not only sees no increase in crash rates but instead decreases crash rates resulting in fatalities and serious injuries. This result is shown not only in regional settings but also in urban areas.

The NSWDTA firmly believes and is supported by the evidence provided, that the removal of speed restrictions on novice drivers in NSW will greatly improve road safety outcomes in regional NSW. This is achieved by a reduction in fatigue risk, along with an improvement in the experience and skills gained during and after driving unsupervised, as well as the reduction in speed differential in a high-speed environment.

There is no evidence from either here or overseas that shows such restrictions are necessary and should be a part of any Graduated Licencing Scheme. Even the NSW Centre for Road Safety states so, as well as Austroads, who represent all levels of government in Australia, do not include restricted speed as part of their GLS system.

The NSWDTA is urging the Staysafe Committee to put forward a recommendation to the NSW Government that speed restrictions on Learner and Provisional drivers be removed, allowing them to travel at the posted speed limit. Implementation of said recommendation will see a reduction in crash rates resulting in fatality and serious injury in regional NSW, saving hundreds of young lives. Such a reduction also has economic benefits to local regional communities due to the lower health costs of road trauma in the area. Removal of these restrictions is the most cost-effective way the NSW government could reduce road trauma in regional NSW as it requires no infrastructure upgrades or modifications to the road network. Fewer dollars spent and more lives saved.

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STATE	Licence level	Licence level	Licence level
	L's	P'1	P'2
	Speed Limit	Speed Limit	Speed Limit
QLD	Max Posted	Max Posted	Max Posted
NSW	90	90	100
ACT	Max Posted	Max Posted	Max Posted
VIC	Max Posted	Max Posted	Max Posted
TAS	90 up to 100 zones, then 100 in 110 zones	90 up to 100 zones, then 100 in 110 zones	90 up to 100 zones, then 100 in 110 zones
SA	100	100	100
WA	100	Max Posted	Max Posted
NT	80 when not with an instructor	100	100

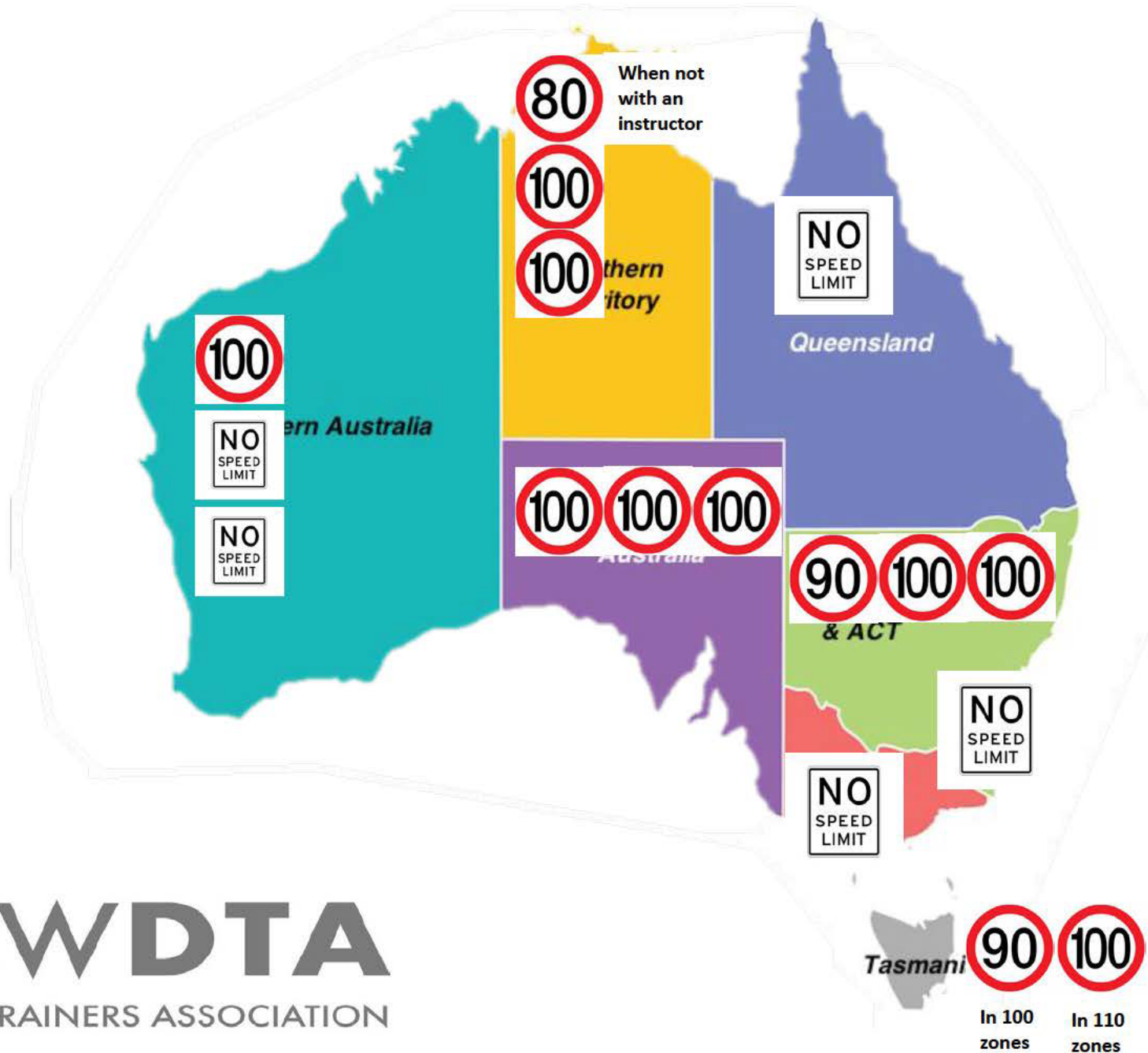


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# THE CURRENT STATE OF PLAY



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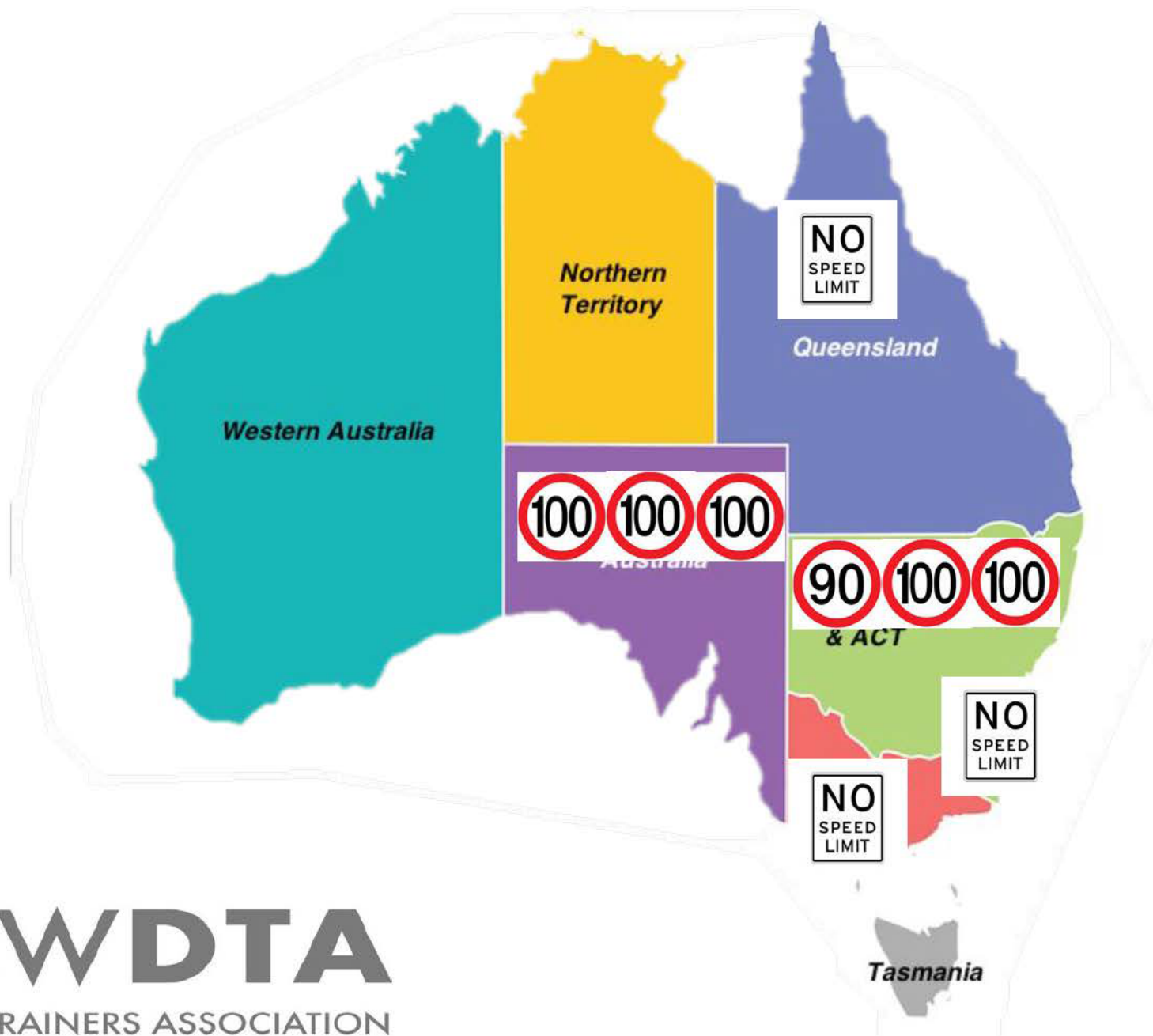
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# HISTORY



**NSWDTA**  
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- September 2011, NSWDTA approached the NSW government about raising the speed limit for learner drivers to 100kph, which at the time was 80kph for learners, 90kph for P1 and 100kph for P2.
- Proposal focused on 3 key areas:
  - **Safety**. Merging a major issue when possibility of 30kph difference in speeds of other cars. M5 onto M7 example used. Speed difference and closing speed on freeways a big concern, particularly with heavy vehicles.
  - **Experience and skill development**. Learning to overtake is difficult when restricted to lower than other vehicles, so skill development is impacted. The first experience of driving at a higher speed ( 90 or 100) is when unsupervised on P's and may lead to the thrill seeking of experience of higher speeds.
  - **Consistency**. When multiple adjoining states have higher or no speed restrictions, this becomes an issue for NSW learners when crossing borders. NSW has always strived to have the peak GLS in place, but are out of touch and out of line with other states, lagging behind.

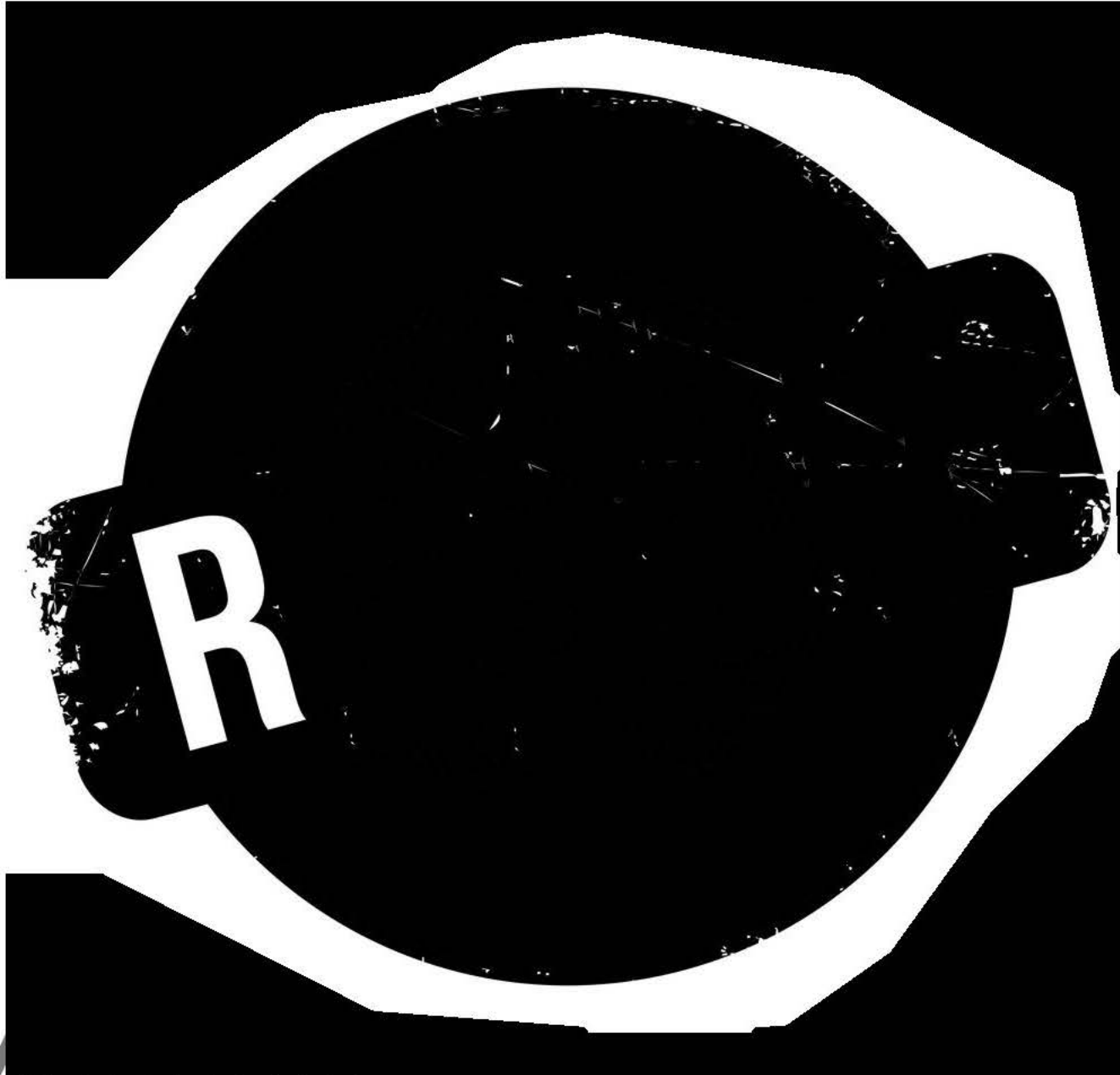


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- September 2011, the NSW Auditor General released it's report on Improving Road Safety: Young Drivers.  
[https://www.audit.nsw.gov.au/sites/default/files/pdf-downloads/2011\\_Oct\\_Report\\_Improving\\_road\\_safety\\_young\\_drivers.pdf](https://www.audit.nsw.gov.au/sites/default/files/pdf-downloads/2011_Oct_Report_Improving_road_safety_young_drivers.pdf)
- That report recommended an increase of Learner driver speed limits to 90kph.
- In July 2013, The speed limit for Learners was increased to 90kph inline with the Auditor General's recommendation.
- The NSW government, despite being receptive to our proposal, took more notice of the NSW Auditor General.
- Interesting points to note:
  - In the 2011 report, the RTA response states that "In NSW, speeding is the key contributing behavioural factor to all road crashes. It is a contributing factor in 51 per cent of the fatal crashes involving young drivers."
  - According to the latest figures, that rate has dropped to 41%.
  - Despite increasing the speed limit for learners 10kph, the fatality rates attributed to speeding has decreased 10%





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- In May 2021, Christine Hillis contacted Minister Paul Toole to push for a review of the restricted speed limits.
- Then deputy PM, and local member for Christine, Michael McCormack, was interested in this and wanted to be kept in the loop.
- In April, Christine attended a forum on the 2026 Road Safety Action Plan, where the L and P speed limits was discussed informally, but not included in the official report.
- Over the following months, there were various follow ups with the Ministers office, to which a fairly standard reply was received stating what had occurred in 2013.
- A call from Centre for Road Safety has been received acknowledging our concerns, but for now they have “no appetite to review novice speed limits”.
- Local MP’s have now been approached in an effort to raising this issue in parliament, and they seem to be receptive to the idea.





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- Neighbouring states with no limits have seen a steady decline in young driver fatality rates. Victoria for example has seen a drop of 36%
  - NSW has a higher fatality rate for young drivers than neighbouring states.
  - Compared to the '08-'10 numbers, the '14-'16 fatality rate for young drivers dropped 34% in crashes where excessive or inappropriate speed were evident.
  - For the same period, serious injury crashes dropped 8% where speed was evident.
  - However fatigue related crashes increased by 6% for the same period.
  - For the period between 2008 -2016, fatality rates for young drivers dropped 25%, and young driver involvements in fatal crashes dropped 23%.
  - The biggest decrease in those numbers occurred after 2011.
  - Serious injuries for young drivers was at its highest between 2011-'13 and has decreased since.
- 
- Trauma Trends Young Drivers' Feb 2017, NSW Centre for Road Safety





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- Continue to approach the Minister for Transport.
- If no success, approach Shadow Minister.
- Possible media release to help raise the issue in the public domain.
- Approach local members to increase awareness of the problem and ask to raise in parliament.
  - Highlight that the previous increase in speed limit did not see an increase in speed related fatalities.
  - Since the introduction of higher speed limits for learners, fatality and serious injury rates have decreased for young drivers.
  - As a behavioural factor contributing to fatality rates for young drivers, speed has decreased by 10% since 2011.



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## **What can I do?**

- Contact your local State member of parliament and let them know your thoughts on raising or removing speed limits for both Learner drivers and Provisional drivers.
- <https://www.parliament.nsw.gov.au/members/Pages/all-members.aspx>
- Contact the Minister for Regional Transport and Roads, and Deputy Premier, Paul Toole.
- Contact the Minister for Transport and Roads, Rob Stokes.
- Contact the Minister for Police and Emergency Services, David Elliott.
- <https://www.parliament.nsw.gov.au/members/pages/ministers.aspx>



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