



## Attachment 4

### Kingborough Safer Speeds Demonstration (KiSS) – inconclusive

The KiSS Demonstration was undertaken, via Road Safety Levy funds, to “...implement and evaluate a revised system of rural speed limits based on harm reduction principles”<sup>1</sup> including introducing “a reduction from 100km/h to 90km/h on most sealed rural roads”.<sup>2</sup>

The purpose of the evaluation, conducted by MUARC, was to measure:

- community knowledge of and attitude to speed limits;
- drivers’ compliance with speed limits; and
- crash frequency and severity.<sup>3</sup>

The KiSS Demonstration was evaluated in the Kingborough municipality and used another municipality – Central Coast – as a “control” to provide a comparison. “Baseline” speed measurements of *free travel speeds* were taken at sites across the municipalities at the start, and subsequent measurements taken to compare (“24-month data”<sup>4</sup>).

The Evaluation Report concluded:

“Overall in Kingborough mean free travel speed measurements on sealed roads fell by 0.9 km/h...In Central Coast mean free travel speed measurements on sealed roads fell by 1.6 km/h. These findings notwithstanding, given changes in travel speeds in the Central Coast municipality (where speed limits were unchanged), the causal impact of Kingborough’s speed limit reductions on travel speeds remains unknown.”<sup>5</sup>

In other words, the Evaluation demonstrates that **the reduced speed limits<sup>6</sup> did not lead to any significant reductions in actual measured travel speeds.** In the municipality where no demonstration was conducted, it appears that *drivers actually chose reduced mean free travel speeds themselves* over the period without any speed limit reductions in operation.

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<sup>1</sup> Langford, J “Kingborough Safer Speeds Demonstration (KiSS) Evaluation Report after Twenty-Four Months” Monash University Accident Research Centre [MUARC] March 2010 (amended January 2011) executive summary, p2.

<sup>2</sup> Ibid.

<sup>3</sup> Ibid p4.

<sup>4</sup> Ibid p5.

<sup>5</sup> Ibid p2.

<sup>6</sup> What this also means is that if there is less-than-substantial compliance with any new 90km/h speed limits on previously 100 km/h roads, then there is the risk of unnecessary over-enforcement of the new limit with the result being further damage to the credibility of speed limits generally; and more grist to the mill of those in the community who already view legitimate enforcement as ‘revenue-raising’.