

# Technical direction

For traffic and transport practitioners

POLICY – GUIDELINES - ADVICE



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## POLICE SPEED ENFORCEMENT OR PRESENCE ON RTA WORK SITES

### BACKGROUND

Motorist adherence to mobile speed limits is critical to the effective management of safety of road workers at RTA work sites. During 2008 a joint task force of RTA and Police visited and assessed several road work sites and considered the suitability of these sites for Police speed enforcement/presence operations.

As a result of these visits it was determined that forward communications and planning between both parties are critical to providing an environment conducive to safe and effective Police speed enforcement/presence operations. As such, provision of suitable areas for Police operations should be considered during the design and construction phases of projects and when planning maintenance activities.

### OBJECTIVES

The objectives of this Technical Direction are to:

- Improve road worker safety
- Improve traffic management planning particularly where it impacts on road workers
- Involve Police early where it will assist in slowing down traffic through work zones.

### WORK SITE REQUIREMENTS

During the development, construction and maintenance stages of a project, the project team must consider the use of Police speed enforcement/presence as part of their risk management approach (RTA OHS Policy 2.0 'OHS Risk Management').

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**For:** Director, Major Infrastructure; Director, Regional Operations & Engineering Services; Director, Centre for Road Safety; Traffic Management, and Road Safety personnel; RTA Asset Managers; RTA Project Managers; RTA Road Services Managers; Project Delivery Managers; RTA and consultant project designers.

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Potential projects requiring police involvement include:

- Long term work located on high volume and/or high speed traffic routes
- Short term work where traffic barriers cannot be used to separate workers from adjacent traffic and work zone safety depends on a separation distance and reduced traffic speed.

When non-compliance with temporary speed zones represents a risk to the safety of workers on site, the Project representative must contact the Regional Police Traffic Coordinator (Appendix A) to alert them to these concerns. Evidence of speeding traffic such as traffic incidents/near misses, end of queue incidents/near misses and speed data from available technologies, e.g. VMS message boards, tubes classification counters and The Infra Red Traffic Logger (TIRTL), should be provided. The Regional Traffic Police Coordinator should then arrange for speed enforcement/presence operations to be undertaken within the work zone on an agreed schedule. In certain situations a 'user pay' arrangement in accordance with NSW Police user pay guidelines may need to be agreed upon.

As Police speed enforcement/presence operations cannot always be available for the entire time road workers are on site, it must be seen as an **additional control** to complement existing control measures determined through risk assessment and the application of the *Hierarchy of Controls*.

To enable Police to undertake **speed enforcement/presence** on road construction/maintenance sites, project teams must ensure that:

- Roadwork temporary speed zones are implemented strictly in accordance with the RTA's 'Traffic Control at Work Sites' manual, Sect. 8.2 and Technical Direction TDT 2006/04;
- Speed Zone Authorisation for the speed limit signs is in operation and available to Police.

## **STRATEGY FOR POLICE SPEED ENFORCEMENT / PRESENCE**

The Project representative should contact the Regional Police Traffic Coordinator at an early stage of the project (ideally the development phase) to alert them to the potential need for Police speed enforcement/presence on the project.

At the initial **site** meeting between the project representative and Police, the project representative must:

- Provide an overview of the project.
- Provide a copy of the Speed Zone Authorisation for the speed limit signs.
- Provide Police with information about activities that may impact on their operations e.g. Site vehicle movements.
- Obtain any Police site specific requirements for Police speed enforcement /presence operations on site.
- Maintain a record of the meeting.

Regular communication between Project representatives and Police throughout the project is required to:

- Discuss site conditions that may impact on Police operations.
- Provide a project schedule of works to Police informing them of planned changes to the road configuration that will affect their speed enforcement/presence operations.
- Discuss user pay arrangements where applicable.

Police are most likely to provide speed enforcement/presence operations if they are confident that they can be carried out within a safe operating environment that complies with their safe operating procedures. Early communication with Police will assist in the:

- Identification and provision of suitable speed enforcement/presence locations
- Identification of site conditions that may impact on their operations.

## RESPONSIBILITIES

Whilst RTA project representatives may work with Police to bring about site conditions conducive to Police speed enforcement/presence, Police are responsible for their own management of risks associated with their activities.

The method of Police speed enforcement is to be determined by the Police.

## CONSIDERATIONS FOR THE PROVISION OF SAFE SPEED ENFORCEMENT SITES OR POLICE PRESENCE

Consultation with Police may include the consideration of:

- Appropriate sized layback areas.
- Areas for deceleration and manoeuvring of offending vehicle.
- Suitable layback surface.
- Unobscured line of sight to approaching traffic.
- The provision of evidence of excessive speed through the roadwork site e.g. speed counts, high crash rate, near misses.

## DEFINITIONS

**Speed enforcement:** Involves Police using mobile or stationary lidar / radar speed detection devices to detect speeding motorists on public roads. Once detected Police may either pursue and pull over the speeding motorist or stop the motorist and direct them into an established enforcement area.

**Police presence:** This may include:

- Marked Police vehicles patrolling the construction/maintenance site
- Inclusion of a stationary marked police vehicle with an operating flashing blue light being positioned within the construction/maintenance area.

**NB** Police presence does not involve speed enforcement.

**Hierarchy of controls:** In accordance with OHS Regulations 2001 clause 5, workplaces must, where elimination is not practicable, take the following measures to minimise the risk to the lowest level reasonably practicable:

- Substitute the hazard with a hazard that gives rise to lesser risk
- Isolate the hazard from the person/s put at risk
- Minimise the risk by engineering means
- Minimise the risk by administrative means, e.g. safe work practices, training, instruction or information
- Personal protective equipment

**User pays policy:** An agreement reached between the RTA and NSW Police to provide a service to reduce the incidence of speeding motorists within road construction sites. Payment is in accordance with NSW Police user pay guidelines [NSW Police Cost Recovery and User Pay Policy](#) and [NSW Cost Recovery Fees and Charges List](#). Not all Police speed enforcement/presence operations will involve a 'user pay' arrangement.

## ACTION

This Technical Direction takes effect immediately.

## UPDATES

To ensure that this Technical Direction and any related guidelines remain current and relevant, minor updates may be made from time to time. Any updates may be obtained from the RTA website using the Traffic & Transport Policies & Guidelines Register which can be found at:

[www.rta.nsw.gov.au/doingbusinesswithus/guidelines/documentregister/index.html](http://www.rta.nsw.gov.au/doingbusinesswithus/guidelines/documentregister/index.html).

Printed copies of this Technical Direction are uncontrolled, therefore the Register should always be checked prior to using this *Technical Direction* or any related guidelines.

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# Appendix A: Details of Regional Police Traffic Coordinators

At 16 April 2009

## Northern Region

Senior Sergeant Malcolm READ Phone 02 49290060

## Western Region

Senior Sergeant Malcolm UNICOMB Phone 02 6883 1716

## Southern Region

Senior Sergeant Andrew PALMOWSKI Phone 02 4226 7781

## Central Metro Region

Senior Sergeant Mark CRELLEY Phone 02 9265 4693

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