



# Road Safety Progress Report

## For NSW Parliament on 2012 Activities



Transport  
for NSW

# CONTENTS

<a href="#">INTRODUCTION</a>	3
<a href="#">2012 ROAD SAFETY STATISTICS</a>	4
<a href="#">ROAD SAFETY ACHIEVEMENTS</a>	7
<a href="#">NATIONAL ROAD SAFETY STRATEGY</a>	13
<a href="#">PRIORITIES FOR 2013</a>	14

# INTRODUCTION

---



## **THE NSW GOVERNMENT IS DELIVERING NEW MEASURES TO IMPROVE ROAD SAFETY.**

This report details a range of actions taken over the last year in an effort to reduce the tragic loss of life and devastating injuries which people in NSW experience as a result of road crashes.

In 2012, the NSW Government developed the NSW Road Safety Strategy 2012-2021 to support the implementation of the NSW 2021 target of reducing road crash fatalities and serious injuries by 30 per cent, and to reduce the rate of fatalities to 4.3 fatalities per 100,000 population by 2016. The Strategy has identified a range of NSW specific issues that need to be addressed over the decade.

The Government has also committed to report road safety efforts to Parliament each year. This is the first annual report to Parliament on road safety activities undertaken in NSW, led by Transport for NSW.

Transport for NSW was established to bring together all modes of transport, including roads, rail, buses and ports. A key component within this is road safety, with Transport for NSW as the lead agency. The Centre for Road Safety has been established to undertake research, strategy, policy and program development to address road safety issues. It adopts the safe systems approach to road safety which takes a holistic view of the transport system and interactions between key components of the system: road users, road environments; vehicles and to addresses important factors such as speed, alcohol and fatigue.

The Centre for Road Safety works closely with the NSW Police Force, Roads and Maritime Services, local government and the Motor Accidents Authority in the delivery of road safety programs.

Without support from stakeholders and consultation with the community, road safety interventions would not be implemented successfully. The NSW Government has ensured there has been strong engagement and sharing of information with both the community and road safety stakeholders.

It always saddens me to hear of road crashes and think there is always more that can be done. This is why the NSW Government has established the Community Road Safety Fund. With dedicated funding directly from camera detected fines, we are undertaking road safety programs including education, enforcement and infrastructure improvements such as flashing lights for every school in NSW by the end of 2015. We will continue to roll out new initiatives to deliver on our commitment to improve road safety for all road users in NSW.

A handwritten signature in black ink, reading "Duncan Gay".

**The Hon. Duncan Gay MLC**  
**Minister for Roads and Ports**

# 2012 ROAD SAFETY STATISTICS

The 2012 road safety results continue the ongoing trend in road trauma reductions on NSW roads since the number of fatalities peaked at 1,384 in 1978.

There were 369 fatalities in NSW, five more fatalities than 2011 and the second lowest annual fatality total since 1932 – a remarkable achievement given the population has tripled, the number of licences has increased eighteen-fold and the number of registered motor vehicles has increased twenty-two fold since 1932.

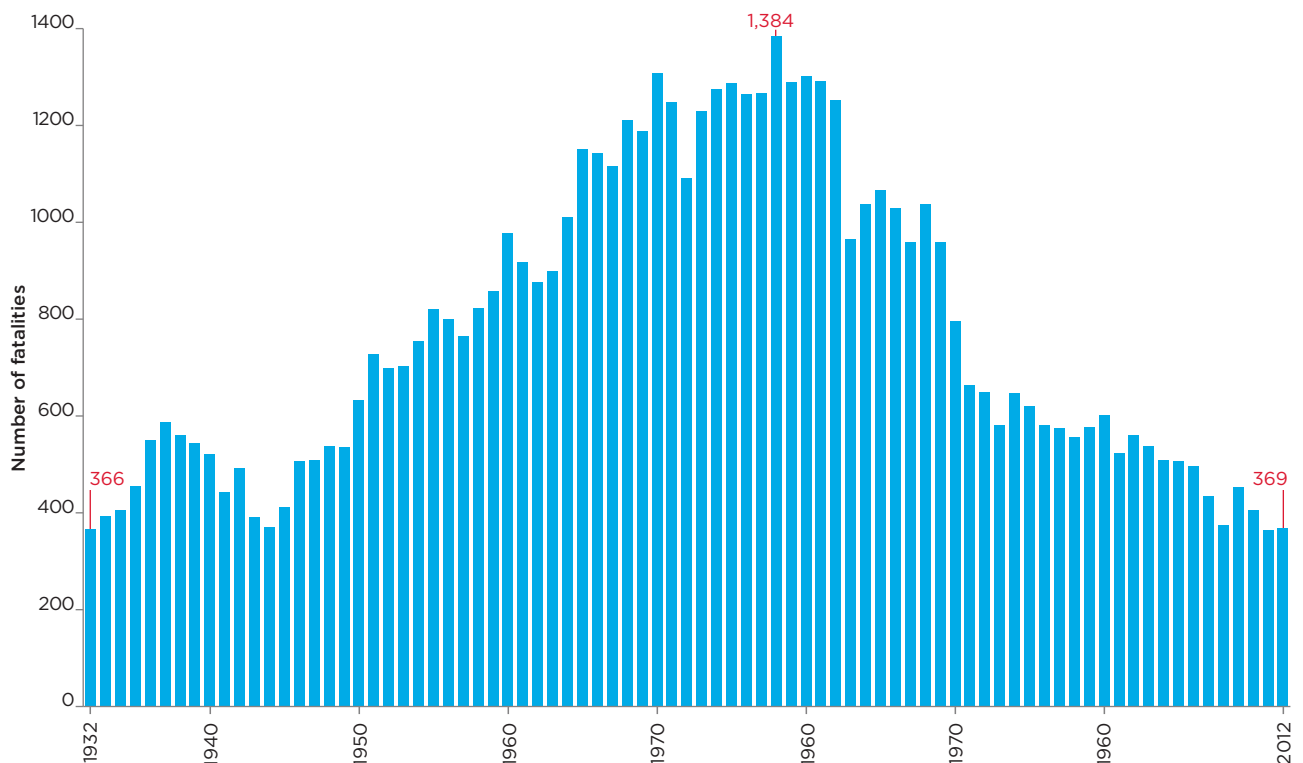
Compared with the 2011 results there were reductions in:

- Driver fatalities
- Fatalities on country rural roads
- Head on not overtaking fatal crashes
- Fatalities involving illegal Blood Alcohol Concentration (BAC)

Compared with 2011, there were increases in:

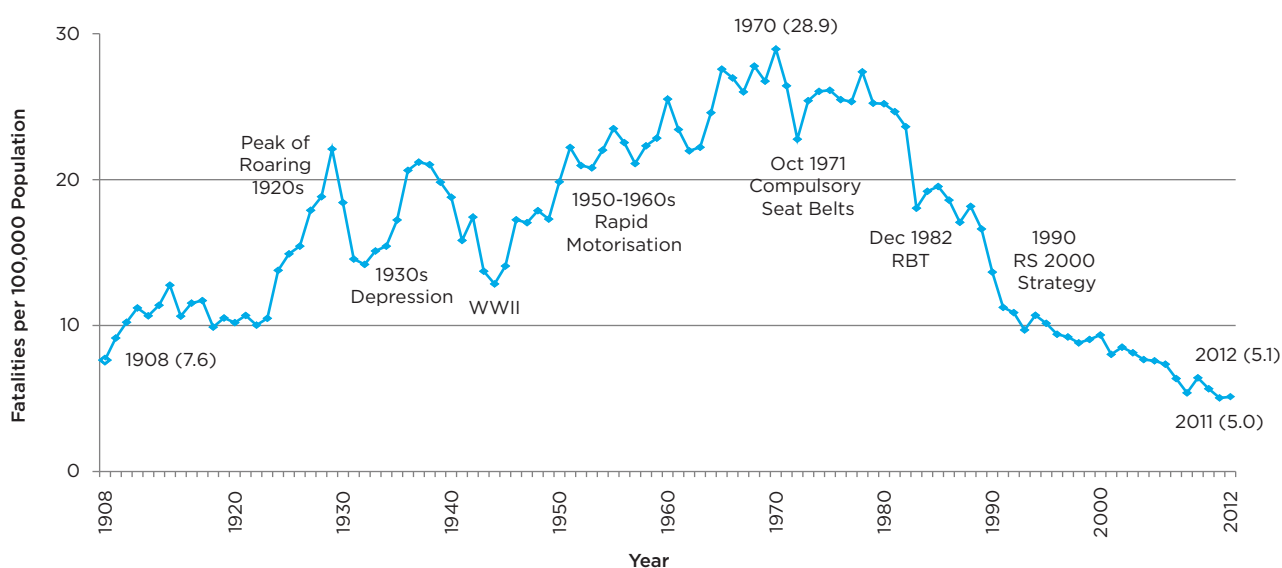
- Passenger, motorcyclist and pedestrian fatalities
- Fatalities in the Sydney region
- Fatalities from P Plate driver crashes

NUMBER OF FATALITIES IN NSW, SINCE 1932



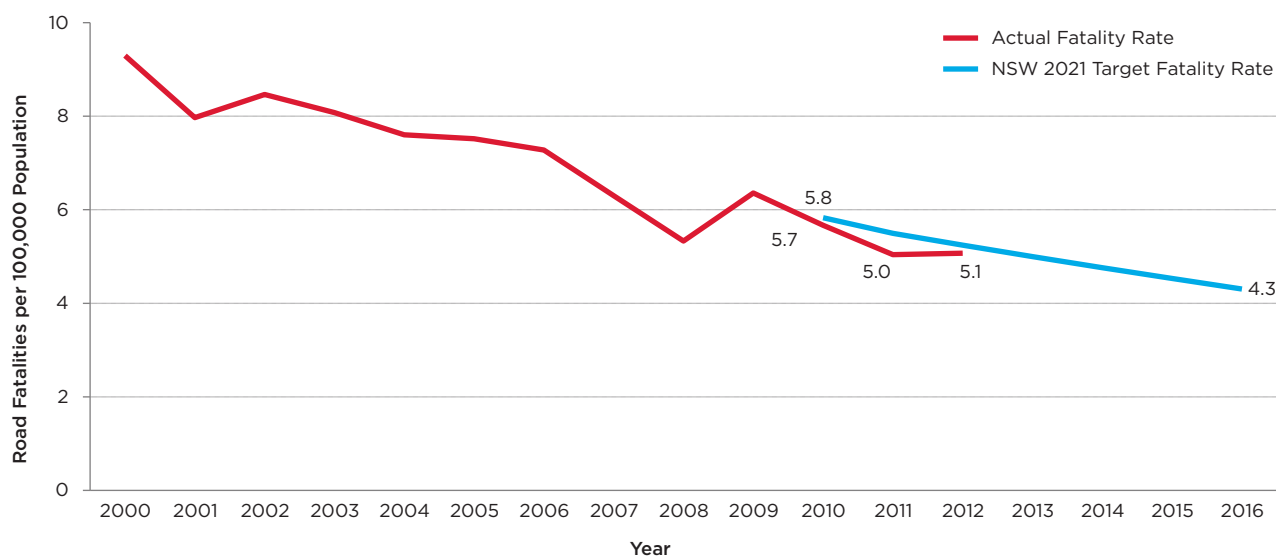
In 2012 there were 5.1 fatalities per 100,000 population, up slightly on the fatality rate for 2011 (5.0) and the second lowest fatality rate since fatality rate records began in 1908.

### ROAD FATALITIES PER 100,000 POPULATION - NSW, 1908 TO 2012



The NSW fatality rate results from 2010 through to 2012 have been tracking below the trend line required to achieve the NSW Road Safety Strategy 2012-2021 and NSW 2021 target of 4.3 fatalities per 100,000 population by 2016.

### ROAD FATALITIES PER 100,000 POPULATION - NSW 2000 TO 2016



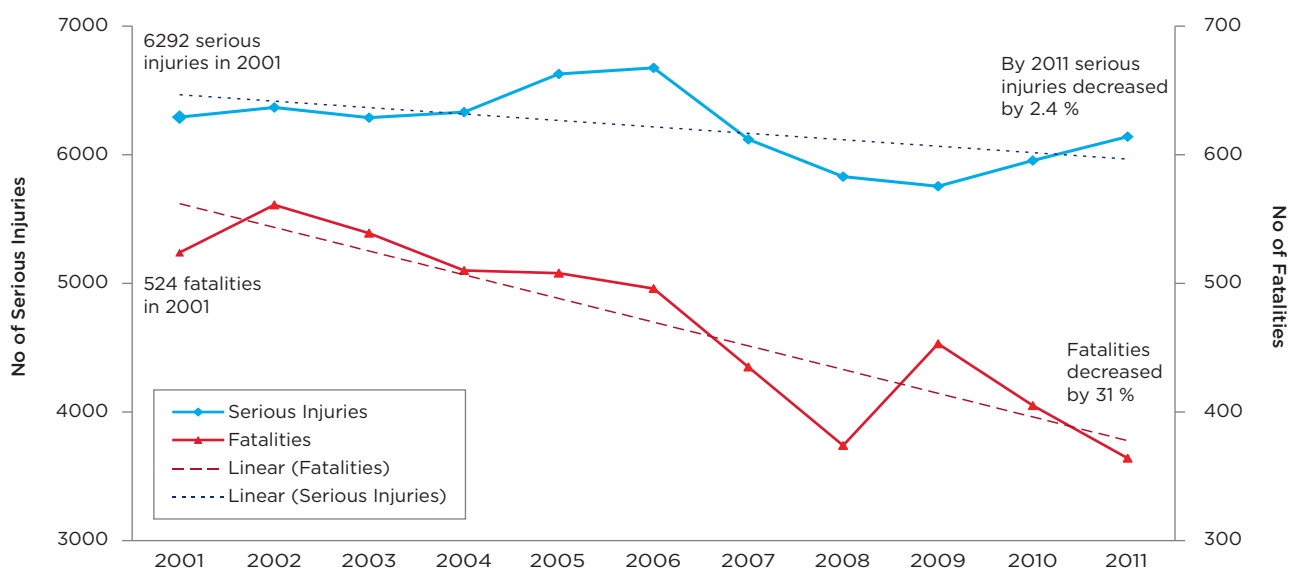
Road crash data for 2012 indicates that there were 22,932 persons injured on NSW roads, the lowest annual total since 1962 (with 21,468 persons injured). Compared with the previous year there were injury decreases for drivers, passengers and pedestrians. However, motorcycle injuries increased and are now at their highest levels since 1990. In addition to the positive impact of road safety initiatives and programs, a small part of the decrease (10 per cent) is a result of improvements in the injury data collection process in 2012 compared with 2011.

There has been a downward trend in serious injuries (defined as persons who were admitted to hospital and did not die within 30 days) over the past decade (down by 2.4 per cent compared with 2001). However, this result is well below the level of decrease for fatalities over the same period (down by 31 per cent compared with 2001).

To be able to report on serious injuries resulting from road crashes, a data linkage to hospital admissions is necessary. At the time of compiling this report, the injury data linkage with NSW hospital admission data for 2012 had not been undertaken. However, the data linkage of the 2011 injury data indicates that there were 6,140 persons seriously injured.

Transport for NSW has work in progress to establish regular data linkage with hospital admission records in NSW to enable reporting and analysis of serious injuries. The next edition of this report will include more detailed and up to date information on serious injuries.

#### TRENDS IN SERIOUS INJURIES AND FATALITIES, NSW, 2001 TO 2011



# ROAD SAFETY ACHIEVEMENTS

---

In 2012, Transport for NSW worked under the direction of the draft NSW Road Safety Strategy and the National Road Safety Strategy. A number of key projects were developed and delivered including:

- School Zone Flashing Lights
- Speed Zone Reviews
- Development of a Safer Drivers Course
- High visibility Police enforcement
- NSW Speed Camera Strategy launch
- NSW Breakdown Safety Strategy launch
- Implementation of the NSW Safer Roads Program
- Older Driver Taskforce review of licensing arrangements for older drivers
- Increased stakeholder engagement
- School road safety education program development
- Road rules changes
- Road safety communication campaigns.

Transport for NSW has worked closely with various partners in implementing road safety measures across the state. Key partners include the NSW Police Force, Roads and Maritime Services, the Motor Accidents Authority and the Department of Education and Communities.

## SPEED ZONE REVIEW

Transport for NSW with Roads and Maritime Services has undertaken an audit of speed zones and signage across NSW. The top 100 roads nominated by the community were reviewed with various changes implemented during 2012. The locations were identified through nominations received from the NSW Safer Roads Website.

## FLASHING LIGHTS ROLLOUT

School zone flashing lights are designed to alert drivers they are entering a 40 km/h school zone and to adjust their speed accordingly. An evaluation of flashing lights in NSW found that flashing lights were effective in reducing vehicle speeds outside schools during the operation of 40 km/h school speed zones. Announced in May 2012, an additional \$4 million in funding was allocated to deliver flashing lights to an additional 160 country regional school zones in NSW over four years.

During 2012 flashing lights were installed at 205 school zones covering 190 schools. As at 31 December 2012, flashing lights had been installed at 941 school zones covering around 1,100 schools across NSW.

## SAFER DRIVERS COURSE

A Board of independent road safety experts was established to make recommendations to Government on the development of the Safer Drivers Course for learner drivers in NSW. The Board was supported throughout 2012 by an advisory panel and investigated options for consideration as part of the development of the course.

## YOUTH TRAUMA FORUM

Transport for NSW supported the 2012 bStreetSmart youth road safety forum. Run by the Westmead Trauma Services, the forum ran over three days in August 2012, and was attended by over 18,000 school students from 150 high schools. The forum focus is on education to young people around safer choices in the road environment as drivers, riders and passengers.

## NSW SPEED CAMERA STRATEGY

The NSW Government announced the NSW Speed Camera Strategy in June 2012. The strategy, a first for NSW, outlined the types of cameras used, site selection criteria for determining camera locations and the evaluation and monitoring performance criteria. A range of changes were implemented during 2012, including signage improvements, hypothecation of camera detected fine revenue and the nomination of speed camera locations by the community.

Under the strategy the first annual review of speed cameras was released in July 2012. The 412 page report assessed all camera types against the performance criteria outlined in the strategy. Overall, the report found that speed cameras help to reduce the road toll. A small number of fixed speed cameras that were not delivering the expected road safety benefits will be reviewed.

The Government established the Community Road Safety Fund in late 2012, which will see money generated from camera detected speeding and red-light offences being spent on road safety measures. The fund will commence operation in 2013 and will fund road safety programs such as school zone flashing lights, highly visible police enforcement and infrastructure improvements.

## NSW BREAKDOWN SAFETY STRATEGY

Following the tragic death of Sarah Frazer and tow truck driver Geoff Clark who was responding to her broken down vehicle on the Hume Highway, Transport for NSW developed a range of safety countermeasures around breakdown safety and vehicle safety. This led to the development of the NSW *Breakdown Safety Strategy, a way forward* which was released in September 2012.



A number of measures were undertaken to upgrade the Hume Highway at this location, including closing the 1.5 kilometre climbing lane between Mittagong and Berrima to provide a three metre wide breakdown lane and upgrades to emergency breakdown bays on this stretch of road.

In December 2012 the Government released a Breakdown Safety Glove Box Guide for motorists detailing a range of measures they can take if they breakdown, or if they see a breakdown to reduce crashes and improve safety.

Transport for NSW has initiated a project with Standards Australia to develop an Australian Standard for the design of tow trucks, which will help address risks associated with the operation.

## STRATEGY DEVELOPMENTS

Throughout 2012 Transport for NSW worked with stakeholders on the development and finalisation of the NSW Road Safety Strategy and the NSW Motorcycle Safety Strategy. This included a range of stakeholder activities with the Road Safety Advisory Council and with the motorcycling community. The NSW Road Safety Strategy included a public consultation period which received over 70 submissions from the community.

## SAFER ROADS PROGRAM

The Safer Roads Program has a range of sub-programs to target road safety issues and improve road safety for all road users more broadly. During 2012, focused investment was made through the safety barriers and engineering programs, along with heavy vehicle electronic work diaries trial and research into repeat offenders.

During the 2012/13 financial year, the package funded a range of engineering treatments, including;

- 20 safety barrier treatments projects
- Highway Route Safety Reviews and works programs
- 25 local government safety works projects
- 7 pedestrian fencing projects delivered and 4 developed (planning and consultation completed).

## OLDER DRIVER TASKFORCE

Transport for NSW established the Older Driver Taskforce to review the licensing arrangements for older drivers. A range of stakeholder groups were represented on the taskforce. The taskforce investigated benefits of age-based medical tests, modified licence, mandatory driver licence testing, education strategies and other strategies for older drivers to increase their awareness of transport alternatives.

## ROAD SAFETY EDUCATION

Transport for NSW has an extensive road safety education program developed in partnership with the NSW school sectors, including the NSW Department of Education and Communities; the Association of Independent Schools of NSW and the Catholic Education Commission. The program aims to increase students road safety knowledge, understanding and skills. It is a long-term integrated education strategy supporting the development of positive road user attitudes and safer behaviours in young children.

During 2012, a significant effort was directed to the development of the early childhood resource "Safe Journey Out and About working with Aboriginal communities". Another resource was developed titled "Road Safety: A Guide for parents and Carers of Children 0 – 5 years" with a range of safety messaging for parents contained in a single booklet.

## ROAD RULES



Transport for NSW implemented a range of changes in November 2012 to the NSW Road Rules to bring NSW in line with the Australian Road Rules. The changes were primarily minor amendments, clarifications and tightening of existing rules including mobile phone rules. These changes were supported with the development of a brochure detailing the key road rules changes and was translated into seven community languages.

## ROAD SAFETY COMMUNICATION CAMPAIGNS

In 2012-13 Transport for NSW delivered 11 major road safety public education campaigns and a range of supporting initiatives. The program included:

- launching two new campaigns, Drink Driving – Plan B and Mobile Phone Driver Distraction
- Three existing campaigns focused on key behaviour issues; speeding, driver fatigue and wearing seatbelts
- Three existing enforcement campaigns; Double Demerits Points, Heavy Vehicle Point to Point Speed Cameras and the Enhanced Enforcement Campaign
- Three existing campaigns targeting vulnerable road users; school zone safety, child restraint fitting stations and motorcycle safety.

The campaigns have been supported with below the line marketing such as website content development and production of support materials delivered through stakeholder and community engagement initiatives such as RMS Regional and local government activities.

Road safety campaigns are continuously monitored through ongoing effectiveness testing. Across the program, our campaigns continue to deliver key messages to their target audiences and are considered to be relevant and engaging. Messages are also contributing to positive changes in attitudes and behaviours.



## LOCAL GOVERNMENT ROAD SAFETY PROGRAM

The Local Government Road Safety Program is a 50/50 partnership program between Transport for NSW and participating local councils across NSW. The program funds 73 road safety officer positions, supporting more than 90 council areas with localised road safety programs for their community. The program is administered through Roads and Maritime Services with programs identified using local crash data and police intelligence. During the 2012/13 financial year, Road Safety Officers delivered more than 360 local community road safety projects.

### ENHANCED ENFORCEMENT PROGRAM

Transport for NSW provides the NSW Police Force with additional funding to enhance the level of high visibility police enforcement over and above the normal operating requirements. These activities target key road safety behaviours that are known to increase road trauma, including speeding, drink driving, non wearing of seatbelts and driver fatigue.

Each year, there are eight state-wide operations which run during long weekends and holiday periods along with operations on major traffic routes and highways. The program is also supported through a road safety education campaign which is run during operations.



In 2012 the program also funded the establishment of the Sydney CBD Motorcycle Response Team targeting pedestrian safety and congestion around the CBD. Additionally, Transport for NSW has worked in partnership with the NSW Police Force to commence branding marked highway patrol vehicles with high visibility markings and road safety messages.

## ROADSIDE DRUG TESTING

Transport for NSW funds the NSW Police Force to undertake drug testing operations across NSW. During 2012, the NSW Police Force undertook 142 roadside drug operations, including 25 heavy vehicle operations and 117 light vehicle operations. This involved a total of 31,597 tests. 604 drivers were confirmed as testing positive, with 1 in 52 drivers tested returning a positive reading.

## KINGS HIGHWAY ROUTE SAFETY REVIEW

A route safety review was undertaken of the Kings Highway from Queanbeyan to north of Batemans Bay. The stretch of 117 kilometres saw a multi-disciplinary team of road safety practitioners carry out the highway inspections along with a number of community stakeholder sessions. A range of safety works will be undertaken during 2013 and 2014 as a result of the review.

## CHILD RESTRAINT EVALUATION PROGRAM

Transport for NSW has developed the Child Restraint Evaluation Program to help ensure the safe transportation of children. One element of this program is an innovative website that allows for parents and carers to view independent information on the level of crash protection provided by child restraints. A number of new child restraints were tested and rated under the program and published on the website.

## VEHICLE STANDARDS WORKING GROUP

Transport for NSW established the Vehicle Standards Working Group with membership including representatives from the motor enthusiast community, the motor repair and component industry, and other key stakeholders, such as the NSW Police Force and NRMA. The group's focus during 2012 was on the development of light vehicle modification guides, new brake assessment procedure for modified vehicles, street rod code of practice and a range of other safety issues relating to vehicles. The Working Group will continue its work during 2013 with a focus on suspension, individually constructed vehicles, type approvals and the brake assessment implementation.

## HEAVY VEHICLE ROAD WORTHINESS SURVEY

Transport for NSW undertook the 2012 heavy vehicle road worthiness survey which measured the road worthiness and compliance issues such as mass, load restraint, work and rest hours. A total of 1,645 heavy vehicles were randomly selected and inspected at 35 locations across NSW.

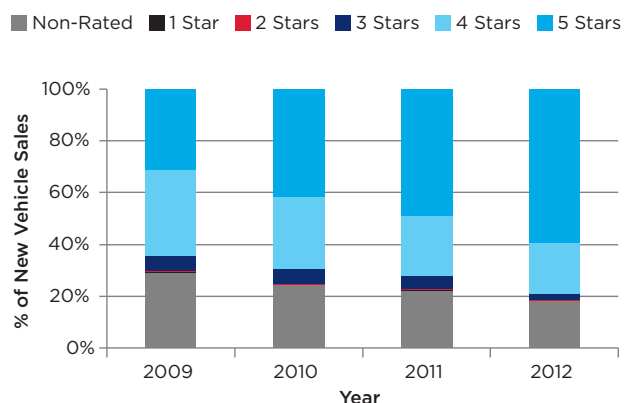
## THE AUSTRALASIAN NEW CAR ASSESSMENT PROGRAM (ANCAP)

ANCAP provides consumers with independent advice and information on the level of occupant protection provided by vehicles in serious front and side crashes. NSW is represented on the ANCAP Board, Council and Technical Working Group overseeing the work and promotion of the uptake of safer vehicles for NSW.

The graph below shows that from 2009, the percentage of 5 star ANCAP rated new vehicles sold has increased from 31 per cent to almost 60 per cent by the end of 2012.

Additionally, the number of new vehicles sold over this period has increased, with 332,749 new vehicles sold in 2012. Four and five star vehicles now make up almost 80% of all new vehicle sales.

**NEW VEHICLE SALES PROFILE NSW – ANCAP STARS**



In 2012 ANCAP published safety ratings for 48 vehicles. Of these, 39 achieved a five star safety rating, eight a four star safety rating, and one scoring three star safety rating. There were no one or two star rated vehicles during 2012.

## THE VEHICLE SAFETY RESEARCH GROUP (VSRG)

Transport for NSW is a member of the VSRG, which engages the Monash University Accident Research Centre to do vehicle-related research that is used to inform vehicle-related road safety policies. Its main product is the Used Car Safety Ratings (UCSR), and in 2012 the 20th edition was released. The UCSR rate the crashworthiness of cars in the fleet based on real-world crash data. It is a particularly useful guide for young drivers looking to purchase their first car.

## ROAD SAFETY TECHNOLOGY

Throughout 2012 the Road Safety Technology Section within the Centre for Road Safety continued to research, evaluate and develop innovative technological approaches to reducing the number and severity of crashes on NSW roads. The Centre for Road Safety maintained its national leadership role in this area of road safety through its work on the Austroads Cooperative Intelligent Transport Systems Steering Committee and the establishment of the National Emerging Safety Technologies (NEST) network for road safety agencies.

Transport for NSW continued its focus on the implementation of Intelligent Speed Adaptation Technology which was shown in a landmark study conducted in 2010 to have the potential to reduce the road toll by around 19 per cent. Mapping of speed limits across the state was completed with more than 225,000 km of road network now mapped making NSW one of the few states in Australia to have completed this important data collection process.

Submissions to the Federal Government were also completed for a Naturalistic Driving Study in collaboration with five universities across Australia and VicRoads. In November 2012 the Australian Research Council announced it would provide funding towards the study. The study aims to equip around 350 privately owned vehicles in NSW and Victoria with sophisticated sensors including up to four video cameras, radar units and alcohol detectors. The sensors will enable drivers to examine how drivers interact with vehicles and the road environment in a way never before contemplated in Australia. It is expected that around 200 years of driving data will be collected as part of the study and made available to road safety researchers around Australia.

# NATIONAL ROAD SAFETY STRATEGY

---

## Implementation of the National Road Safety Strategy (NRSS).

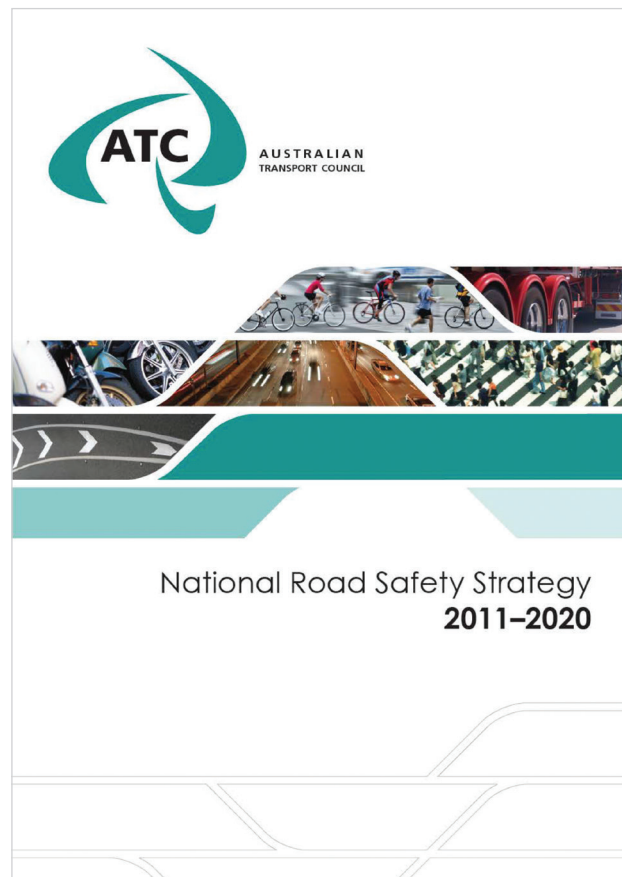
NSW has been represented on the National Road Safety Executive Group which has overseen the development and now implementation of the NRSS. There has been a significant amount of progress made towards achieving the 'first steps' actions.

A large portion of the strategy is reliant on research underway through the Austroads Safety Taskforce. This will underpin future road safety developments with a clear evidence based research.

NSW is advancing a number of actions from the NRSS including:

- The application of the safe systems approach to major road programs
- Adoption of the Willingness to Pay methodology to cost road trauma
- Piloting a new funding model with local government based on the safe systems approach
- Implementation of speed enforcement programs
- Stronger sanctions to deter people from speeding
- Leading the national working group on speed limit mapping
- Development of an advisory ISA application
- Working with the Commonwealth on improved vehicle standards
- Continued support of ANCAP
- Investigation of registration based incentives
- Research into in-vehicle distraction
- Motorcycle safety research into returning riders
- Motorcycle helmet testing and promotion – Consumer Rating and Assessment of Safety Helmets (CRASH)
- Implementation of targeted road safety education campaigns
- Pilot of electronic work diaries for heavy vehicles
- Trialling of road safety technologies.

In November 2012 following the third meeting of the Standing Council on Transport and Infrastructure (SCOTI), the NRSS latest progress report published detailing Australia's effort collectively to address the actions for the first three years. SCOTI emphasised the importance of continued efforts and the annual convening of the National Road Safety Forum with a focus on vulnerable road users. It is anticipated that the 2013 forum will direct efforts to improve safety outcomes for vulnerable road users.



# PRIORITIES FOR 2013

---

2012 was a productive year with various high level achievements, laying the groundwork for future road safety initiatives over the coming years to deliver improved road safety for NSW.

The Government is conscious that following substantial reductions in road trauma over recent decades, achieving the targets to further substantially reduce the road toll and serious injuries will be difficult.

Working under the direction of the NSW Road Safety Strategy and the National Road Safety Strategy, NSW will focus efforts to address motorcycle, pedestrian, cycling and Aboriginal road safety.

Speeding remains a big challenge for the NSW Government to address and make socially unacceptable, we will continue to work on this as a long term strategy. As the Speed Camera Strategy identifies, the expansion of speed camera program will commence and rollout throughout 2013 helping reduce road trauma as a result of excessive and inappropriate speeding. The second annual review of speed cameras further supported the fact that speed cameras do make a difference in reducing road trauma. The strategy also supports high visibility on road policing and public education campaigns.

The Safer Driver Course commenced in July 2013, and aims to help learner drivers identify situations that will put them at greater risk of a crash and consider strategies that will help avoid them. A restricted licence pilot also commenced in western NSW to allow learner drivers under the age of 25 to apply for a restricted P1 provisional licence to drive to work, education and medical related appointments.

The Government will continue looking at innovative infrastructure treatments and programs to provide targeted safety programs to address road safety issues through an expanded Safer Roads Program.

Other key priorities focus on road user interactions between all road users. Analysis conducted in 2012 revealed that around 26 per cent of fatalities between 2008-10 were related to poor interactions between different road users.

Other campaigns for 2013 include driver distraction (mobile phone use), speeding and light vehicle driver fatigue. Transport for NSW is now providing improved information to its customers via interactive and informative website.

NSW Police Traffic and Highway Patrol with Roads and Maritime Services have conducted numerous

proactive joint heavy-vehicle compliance operations across NSW. The operations target dangerous behaviours by drivers such as speeding, speed limiter tampering, driver fatigue, drug use, and load restraint, along with vehicle standards issues such as defective and unsafe vehicles.

Local Governments continue to be a major focus of road safety efforts. 2013 has seen a greater focus on working with Local Governments to develop and deliver localised road safety programs for their communities with a range of support services and information.

While the majority of licence holders in NSW have zero demerit points, a substantial proportion of drivers who have multiple offences are more likely to re-offend. Repeat offenders represent an increased risk of involvement in road trauma through such behaviours as speeding, drink driving and non-seatbelt usage. Transport for NSW has commenced work to develop a repeat offender strategy to target these minority road users.

Road safety program development is supported by research and road safety evidence such as data. Data improvements will provide vital tools in the coming years to ensure the targeted programs deliver improved road safety outcomes. Improvements to road safety data include the development of a new NSW Crash Database, data linkages to understand serious injuries and provision and publishing of road safety data for community information.

In 2013 Transport for NSW has embarked on a major program focused on connected heavy vehicles through the Cooperative Intelligent Transport Initiative. This project will see up to 30 heavy vehicles connected to each other via dedicated short range communication system. The system will enable vehicles to "see" each other on the network even if they are out of the visual range of the driver such as beyond the crest of the hill. It effectively gives drivers x ray vision of their surroundings.



Trucks travelling up & down Mt Ousley will be effectively provided with 'X-ray' vision through the Cooperative Intelligent Transport Initiative (CITI) being developed by Centre for Road Safety researchers.

Transport  
NSW

E-Toll



Road Safety

GEARED  
COM.AU

Geared

EVERYTHING  
YOU need to  
know to get  
and keep your  
LICENSE



**Transport for NSW**

© State of NSW through Transport for NSW, November 2013.

Printed on XYZ, FSC Mixed Sources Certified.

[transport.nsw.gov.au](http://transport.nsw.gov.au)

November 2013

TfNSW 13.011

ISBN 978-1-922030-44-3