

Transport
for NSW

NSW Road Safety Progress Report 2022

Centre for Road Safety







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Ministers message

The NSW Government is committed to putting an end to the devastating impact of road trauma on our communities. Our priority is to ensure everyone who uses NSW roads arrives at their destination safely. Our goal is working Towards Zero deaths and serious injuries on NSW roads.

Road safety is a shared responsibility. Government organisations at all levels, private and community organisations and each of us as individuals can do our bit to make our roads safer. The Safe System approach — safe roads, safe vehicles, safe people and safe speeds — reduces the chance that not following the rules or making a mistake will result in someone's death or a serious injury.

In 2022, there were 288 lives lost on NSW roads. That is 13 more lives lost than 2021, which was the lowest road toll recorded for the State since 1923. Over the 12-month period ending June 2022 there were 8,720 serious injuries, 3,013 fewer than the 12-month period ending June 2021.

Extreme weather conditions contributed to an increase in fatalities in NSW in 2022. Seventy people lost their lives around the State on wet roads, compared to 44 in 2021.

Sadly, there have also been more deaths among passengers as compared to last year (up from 29 in 2021 to 43 in 2022), pedestrians (up from 41 to 48) and drivers (up from 133 to 134).

However, there has been a reduction in the number of fatalities from heavy truck crashes (down from 52 in 2021 to 46 in 2022) and in the number of motorcyclist fatalities (down from 63 in 2021 to 55 in 2022).

Even one life lost on our roads is one too many, and under the 2026 Road Safety Action Plan (towardszero.nsw.gov.au/roadsafetyplan)

we will work towards the trauma reduction target of reducing deaths by 50 per cent and serious injuries by 30 per cent by 2030. To help NSW achieve this goal, more than \$2 billion will be spent over the five years of the plan on a suite of new and proven road safety measures underpinned by the Safe System approach, including:

- ▶ Delivering a new Towards Zero Safer Roads Program through to 2030 using safety upgrades to prevent and reduce the impact of crashes.
- ▶ Trialling technology on heavy vehicles and buses to improve detection of pedestrians and bicycle riders.
- ▶ Using existing mobile phone detection cameras to detect drivers not wearing a seatbelt.
- ▶ Enhancing the Motorcycle Graduated Licensing Scheme to improve the safety of all road users including motorcyclists.
- ▶ Reviewing the Local Government Program ensuring as local road managers that they are equipped to contribute to reducing the 50% of trauma that occurs on local roads.

We will also continue supporting community groups to deliver initiatives to reach a range of at-risk groups, and proudly continue the Road Safety Education Program, which supports the delivery of road safety education in the Public, Catholic and Independent Schools across NSW.

By funding the Road Trauma Support Group NSW, we will help deliver services to families affected by road trauma. We are also working to build capacity in local councils and community organisations through the Towards Zero Collaboration Hub (towardszero.nsw.gov.au/collaborationhub).

Police operations are critical to reducing road trauma in NSW and we will collaborate with NSW Police to continue delivering the Enhanced Enforcement Program, Random Breath Testing and Mobile Drug Testing Programs.

We are committed to the long-term target of zero trauma on the NSW road network by 2050, as part of the Future Transport Strategy (future.transport.nsw.gov.au).

This NSW Government will continue to provide transparency for the NSW community around the Community Road Safety Fund, with annual progress reports outlining how these funds were invested to improve road safety for our whole community as we collectively move Towards Zero.

Since 2013, every dollar from camera detected fines has been put back into road safety programs in NSW through the Community Road Safety Fund.



The Hon. John Graham, MLC
Minister for Roads



The Hon. Jenny Aitchison, MP
Minister for Regional Transport and Roads

2026 Road Safety Action Plan

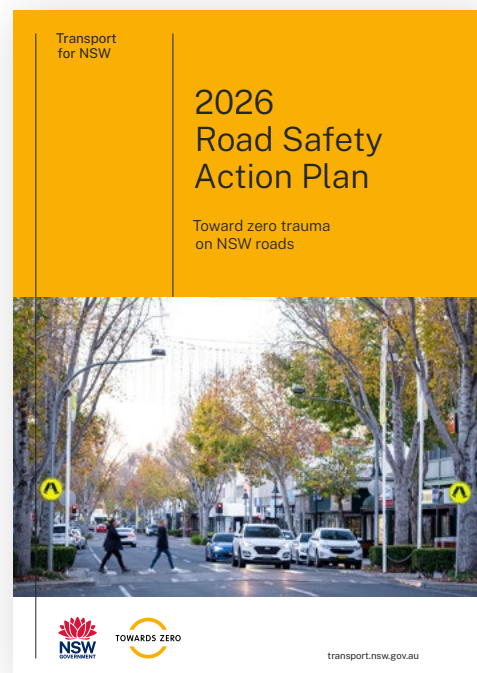
In April 2022, the NSW Government released the 2026 Road Safety Action Plan, which builds on the success of road safety initiatives delivered through the Road Safety Plan 2021. New targets aim to halve road deaths and reduce serious injuries by 30 per cent on NSW roads over the next decade.

The plan sets the priority road safety actions for delivery across five years to 2026. Development and consultation for the new plan involved examining the latest international research and crash data, as well as consulting with road safety experts, key stakeholders and the NSW community to understand which road safety measures are important in local communities.

The NSW Government has committed almost \$2.6 billion over the next five years (to 2026) to improving road safety. Key achievements since the launch of the new plan include:

- ▶ A new Towards Zero Collaboration Hub has been launched to support local councils in delivering road safety plans and road safety measures.
- ▶ The NSW Drug and Alcohol Road Safety Advisory Group was formed, including representatives from across NSW Government and independent experts, who will report back to Government on options for an enhanced drug and alcohol testing strategy.
- ▶ The Empower Mobility Road Safety Pilot program launched in May 2022, to provide younger drivers with access to safe and affordable vehicles.

- ▶ In September 2022, the NSW Government published the NSW Automated Enforcement Strategy for road safety. This strategy provides an overarching framework to manage the automated enforcement programs used in NSW, assist innovation in this space, and continue to help reduce NSW road trauma.



Road safety outcomes in 2022 overview

Road safety outcomes 2022

This year saw a transition from the previous Road Safety Plan 2021, which was released in February 2018, to the new 2026 Road Safety Action Plan (towardszero.nsw.gov.au/roadsafetyplan).

After the launch of the previous Road Safety Plan 2021, new challenges arose and the Saving Lives on NSW Roads — Accelerated Package was announced in November 2020 to deliver further trauma reductions.

The previous Road Safety Plan 2021 included a target to reduce road fatalities by at least 30 per cent by the end of 2021 (from 2008–2010 levels), equating to fewer than 287 fatalities on NSW roads by 2021. This target was achieved, with the finalised road toll for 2021 of 275 fatalities 12 fewer fatalities than the NSW Government target.

The new 2026 Road Safety Action Plan specifies a halving of the road toll (based on 2018–2020 levels) by the end of 2030, equating to fewer than 164 fatalities. Though the provisional 2022 road toll of 288 fatalities represented an increase of 13 fatalities, it was 22 fatalities below the 2026 Road Safety Action Plan intermediate target for 2022.

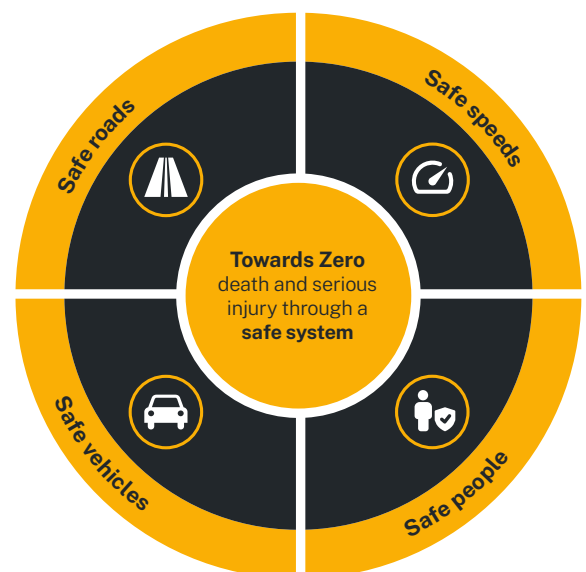
This shows that measures from the Road Safety Plan 2021 and the Saving Lives on NSW Roads Accelerated Package, delivered through the Community Road Safety Fund, have improved safety outcomes for the people of NSW.

This achievement is a significant step towards achieving the NSW Government goal of zero trauma on the transport network by 2050.

The NSW Government has adopted the internationally recognised Safe System approach to improve road safety on NSW roads. The approach is underpinned by these principles:

- ▶ Road users are human and sometimes break the rules or make mistakes — this shouldn't cost anyone their life
- ▶ Roads, speeds, roadsides and vehicles need to be designed to minimise crashes or reduce forces if a crash happens
- ▶ Road safety is a shared responsibility for government at every level, in business and industry, within communities and at a personal level.

By using the Safe System approach in NSW factors that cause crashes can be addressed, and the impacts if a crash occurs can help be reduced.



Road toll outcomes

As at 1 January 2023, the provisional road toll for 2022 was 288 fatalities, 13 more fatalities than the previous year but the third lowest road toll in since 1923. The past three road tolls (2020, 2021 and 2022) have all been the lowest annual results over the past 99 years, an outstanding outcome given that the NSW population has more than trebled over this time period.

Speeding remains the leading contributor to fatal crashes despite speeding related fatalities comprising 41 per cent of the 2022 road toll compared with 39 per cent in 2021.

Compared with 2021, the most notable increases in 2022 were:

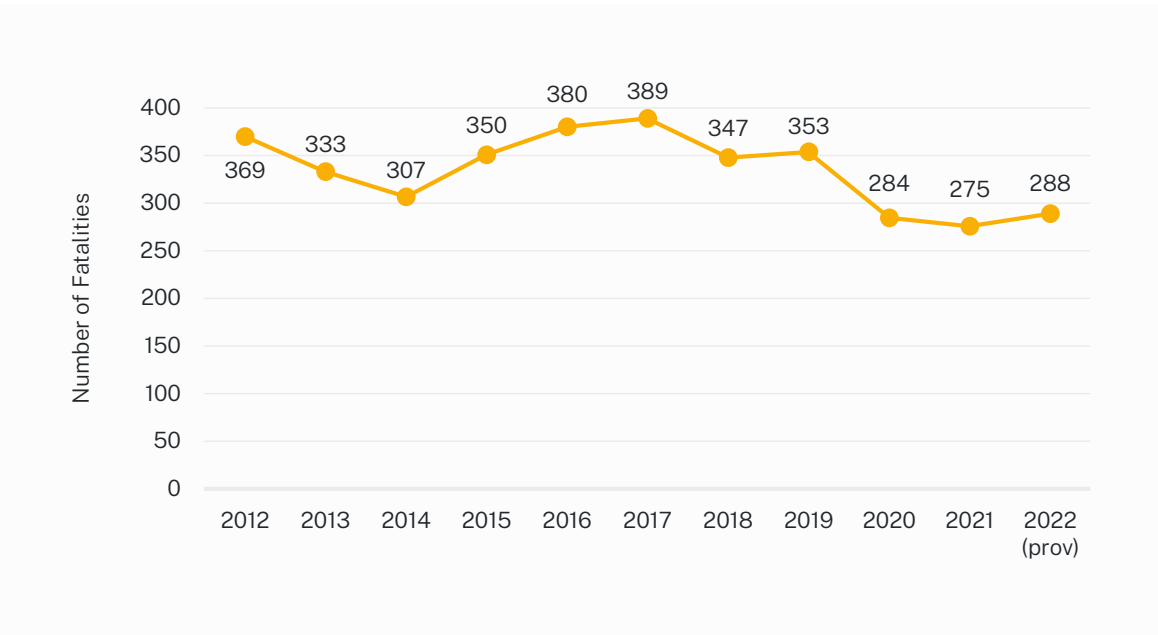
- ▶ passenger fatalities (up from 29 to 43)
- ▶ fatalities aged 70 years or more (up from 51 to 62)
- ▶ fatalities on country roads with a speed limit of more than 80 km/h (up from 115 to 129)
- ▶ fatalities involving excessive or inappropriate speed (up from 107 to 117)

- ▶ fatalities between 4pm and 8pm (up from 38 to 68)
- ▶ fatalities from light truck crashes (up from 67 to 81)
- ▶ fatalities on State Highways (up from 74 to 92)
- ▶ fatalities in the Transport for NSW South Region (up from 60 to 76)
- ▶ fatalities on wet roads (up from 44 to 70)

Compared with 2021, the most notable decreases in 2022 were:

- ▶ motorcyclist fatalities (down from 63 to 55)
- ▶ fatalities involving driver/ rider fatigue (down from 53 to 41)
- ▶ fatalities on roads with a posted speed limit of 50 km/h (down from 52 to 35)
- ▶ fatalities on unclassified (local) roads (down from 113 to 96)
- ▶ fatalities from heavy truck crashes (down from 52 to 46).

Figure 1 – Fatalities on NSW roads 2012–2022 provisional



An examination of serious injuries in 2021–2022

Preliminary data for the 12 months ending June 2022 indicate there were 8,720 serious injuries (total hospitalisations). This was 3,013 fewer and a 26 per cent decrease compared to the 12 months ending June 2021. The result for the 12 months ending June 2022 equates to a rate of 107.7 serious injuries per 100,000 population, the lowest 12 months ending June serious injury rate since these records began in June 2006.

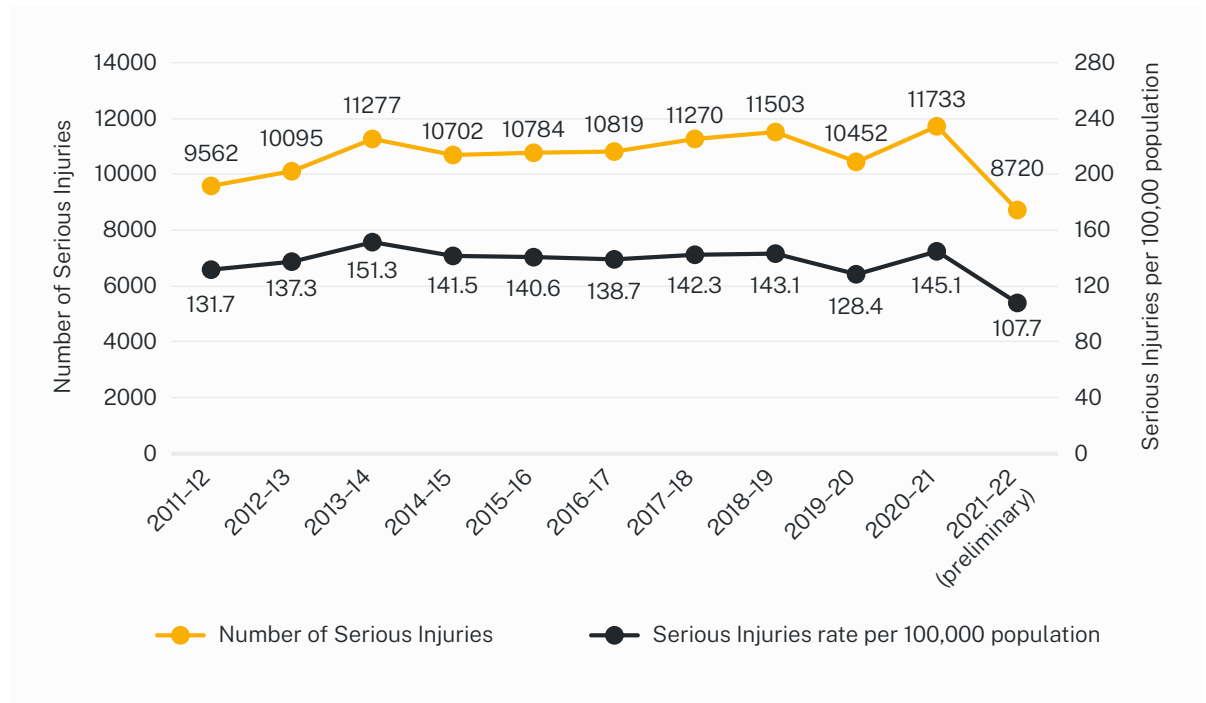
Compared with the 12 months ending June 2021 the most notable increases were:

- ▶ passengers not wearing an available restraint¹ (up by 36 per cent)
- ▶ motorcyclists not wearing a helmet¹ (up by 52 per cent)

Compared with the 12 months ending June 2021, the most notable decreases were:

- ▶ passengers (down by 32 per cent), drivers (down by 30 per cent) and pedestrians (down by 28 per cent)
- ▶ under 5 years of age (down by 31 per cent), 40 to 49 years olds (down by 30 per cent) and those aged 80 years or more (down by 36 per cent)
- ▶ females (down by 30 per cent)
- ▶ metropolitan areas¹ (down by 23 per cent).

Figure 2 — Serious injuries on NSW roads, 2011/12–2021/22 preliminary



1 Note — for those serious injuries matched to a Police crash report only.

Road safety actions in 2022

The following sections outline the key road safety activities and achievements for each of the priority areas of the NSW Government's Road Safety Plan 2021. These were funded by the Community Road Safety Fund, which includes fines from all camera-detected speeding, red-light running and mobile phone use offences as well as additional funding contributions from the NSW Government.



Saving lives on country roads

Two-thirds of all road fatalities occur on country roads, so the Road Safety Plan 2021 focused on reducing fatalities on these roads. The 2022 preliminary data indicates that 68 per cent of fatalities occur on country roads yet only 33 per cent of the NSW population live in country areas.

NSW Safer Roads Program

The NSW Safer Roads Program provides essential infrastructure to help keep people safe on and around the roads. Across the state, the NSW Government is investing \$822 million into the NSW Safer Roads Program between 2018/19 and 2022/23. The Safer Roads Program prioritises funding to develop and deliver road safety infrastructure projects across NSW. Transport for NSW directly delivers or works in partnership with local councils to deliver projects under the program.

Since commencing in 2016–2017, investment in the NSW Safer Roads Program has evolved from a focus on treating crash black spots in isolation. The program now also delivers infrastructure solutions on the highest risk sections of the road network using a route-based approach including and around black spots with a poor crash history. There is a focus on targeting longer sections of road in the rural road environment and larger centres in the urban environment to provide a consistent and safe travel environment for the road user.

To effectively target key priority areas of the Road Safety Plan 2021, all funding for the Safer Roads Program was strategically split across two initiatives:

- ▶ The Saving Lives on Country Roads (SLCR) initiative has \$640 million allocated over five years (2018/19–2022/23) to deliver route-based, mass action road safety engineering treatments and targeted crash location treatments that reduce road fatalities and serious injuries in country areas.
 - ▶ The Liveable and Safe Urban Communities (LSUC) initiative has \$182 million allocated over five years (2018/19–2022/23) to deliver area-based mass action treatments and targeted crash location treatments that reduce fatalities and serious injuries resulting from crashes in urban, high pedestrian activity areas.
- In 2021–2022, a total of \$219.8 million was invested in safer road infrastructure for completed and commenced projects comprising of \$175.6 million for SLCR and \$44.2 million on LSUC priorities.
- By the end of 2021–2022, 68 projects were **completed** under the LSUC and SLCR initiatives at a total cost of \$131.8 million, including;
- ▶ 17 projects completed in Greater Sydney area, total cost \$8.4 million;
 - ▶ 51 projects completed in Regional and Outer Metropolitan areas, total cost \$123.4 million.
- The announced 78 projects which **commenced** in 2021/22 will deliver the following treatment benefits upon completion of all projects by June 2024:
- ▶ 167 kilometres of audio-tactile line marking
 - ▶ 34 kilometres of wide centre line treatment
 - ▶ 28 kilometres of safety barrier, of which 27 kilometres is flexible barrier
 - ▶ 22 kilometres of new or improved sealed shoulder
 - ▶ 9 kilometres of motorcycle underrun barrier

- ▶ 47 urban intersections upgraded with treatments such as roundabouts, upgraded signal displays, close intersection, raised islands with additional Stop or Give Way signage, removing filtered right turns at signalised intersections and raised safety platforms
- ▶ 24 urban pedestrian locations upgraded with treatments such as pedestrian refuges, traffic calming devices, kerb blisters, pedestrian protection at signalised intersections, raised pedestrian crossings and two expansions of existing High Pedestrian Activity Areas including traffic calming.

In August 2022, the NSW Government announced an extra \$196 million in funding for the Towards Zero Safer Roads Program, a key initiative of the 2026 Road Safety Action Plan. This additional \$196 million means more life-saving treatments like rumble strips and safety barriers, as well as intersection upgrades and the installation of safety measures such as pedestrian islands and traffic light upgrades. Approximately 2,700 kilometres of rumble strips are being installed along regional highways to combat driver fatigue. Work has already begun on 300 kilometres of the Golden Highway between Dubbo and Singleton, as well as 400 kilometres of the Kamilaroi Highway between Wee Waa and Willow Tree.

Examples of Saving Lives on Country Roads Initiatives 2021–2022

The following are some examples of the NSW Government's investment through the 2021–2022 SLCR initiative.

Monaro Highway, Bibbenluke

A section of the Monaro Highway at Bibbenluke was upgraded with the installation of shoulder widening, roadside safety barrier and intersection upgrade. Project was delivered at a cost of \$800,000.



Monaro Highway, Bibbenluke, prior to works being completed.



Monaro Highway, Bibbenluke, after completed works.

Federal Highway, Wollgorang

A section of the Federal Highway at Wollgorang was upgraded with the installation of curve improvements and safety barrier on rural curve. Project was delivered at a cost of \$2 million.



Federal Highway, Wollgorang, prior to works being completed.



Federal Highway, Wollgorang, after completed works.

Olympic Highway, Bendick Murrell

A section of the Olympic Highway at Bendick Murrell was upgraded with the installation of curve improvement and rural intersections upgraded. Project was delivered at a cost of \$4.2 million.



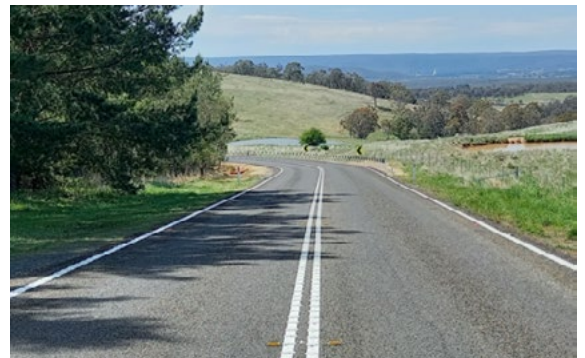
Olympic Highway, Bendick Murrell, after completed works.

Portland Sunny Corner Road, Portland

A section of Portland Sunny Corner Road at Portland was upgraded with the installation of widened shoulder, installation of wire rope safety barrier, installation of rumble strip on centre and edge line and installation of high friction seal to address off road crashes. Project was delivered at a cost of \$420,000. This project was delivered by Lithgow Council.



Corner Road, Portland, prior to works being completed.



Corner Road, Portland, after completed works.

Orara Way, Kremnos

A section of Orara Way at Kremnos was upgraded with the installation of improved sealed shoulder, improved corner radius, installation of curve advisory speed signage, installation of rumble strip and installation of improved alignment. The project was delivered at a cost of \$450,000.



Orara Way, Kremnos, prior to works being completed.



Orara Way, Kremnos, after completed works.

Local partnerships in country areas

Partnerships with local councils, community groups, stakeholders and industry help support delivery of road safety initiatives in country areas.

Road Safety Round kicks goals

AFL Riverina teamed up with local football and netball players across southern NSW for a different goal during the first Road Safety Round on 14–15 May. This new initiative with AFL Riverina promoted a positive road safety culture among clubs, who often travel large distances to participate in their local competitions. Over 3,000 netball and football players across 40 regional centres in the Riverina, South Coast and Sapphire Coast took to the field in Towards Zero socks to support the Road Safety Round and raise awareness of road safety. Transport staff were on the ground, discussing important road safety issues such as illegal mobile phone use and drink driving, while the kids learnt about crossing the road safely and the importance of following road rules. Many players from a range of clubs shared their personal stories of the impact of road trauma and serious injuries on regional roads. The ongoing trauma, or ripple effect, is often felt by communities for many years after.



Transport for NSW's Trisha Suckling, with local players Holly Nelson and Sam Stening, at the AFL Riverina Road Safety Round in May 2022. The inaugural event provided an opportunity to promote important road safety messages among the community.

Coffs Harbour sector workers become child car seat savvy

Coffs Harbour City Council, in partnership with Transport for NSW, has recently trained 14 sector workers in the selection and installation of child car restraints.

Under the Local Government Road Safety Program, Transport for NSW provided funding to Coffs Harbour City Council to facilitate the workers undertaking a nationally recognised course, with the workers receiving formal certification on completion.

Their working environment varies from refuges to settlement services, and from family day care to community preschools. During the pandemic, the demand for their services grew and they became even busier supporting families in need.

Workers said they found the training very useful: "We move many types of child car seats in and out of many types of vehicles including work vehicles — sometimes in haste," they said.

They left the course with the confidence to implement their new skills and to educate and support their peers and community to ensure correct fitting and child car seat use in vehicles, thereby improving community road safety. Council will further assist the sector by providing resources such as child car seat fitting accessories (transport.nsw.gov.au/roadsafety/parents/child-car-seats).



Local workers attending child car restraint training.

Rural Road Safety Month

In September 2022, Transport for NSW supported the Australian Road Safety Foundation's Rural Road Safety Month. The initiative was designed to highlight the level of road trauma in country NSW and encourage local road users to adopt safer behaviours. The initiative was supported by a social media campaign on the NSW Road Safety

Facebook page (facebook.com/nswroadsafety), with posts covering speeding, stories from people who have been affected by road trauma and driving safely on country roads. The campaign had a total organic reach of more than 57,000 (where people saw posts) with more than 3000 engagements (where people interacted with posts).



Creative from the Rural Road Safety Month 2022 social media campaign.

Liveable and safe urban communities

Significant proportion of road deaths occur in metropolitan and regional urban areas where 162 deaths occurred in 2022 (around 56 percent), and the majority of serious injuries occur in these urban areas (around 83 percent).

Liveable and Safe Urban Communities initiative

Roads in urban areas can vary in their function. They may be quiet local streets or may be high volume high speed motorways and movement corridors. Some urban roads have both a large volume of vehicles and many pedestrians, such as around shopping centres and transport interchanges.

This means roads and places have to be designed to be shared and safe for everyone. A key challenge is to keep urban places liveable and safe, while ensuring people can move around the network safely as demand increases.

Examples of Liveable and Safe Urban Communities Initiatives 2021–2022

Pringle Avenue, Belrose

Installation of roundabout and traffic calming at Pringle Avenue, Belrose, at a cost of \$390,000.



Pringle Avenue, Belrose prior to works being completed.



Pringle Avenue, Belrose, after completed works.

Rooty Hill Road and Bottles Road, Plumpton

Installation of temporary pedestrian signals and detailed design of permanent traffic signals at the intersection of Rooty Hill Road North and Bottles Road, Plumpton at a cost of \$1.1 million.



New works at Rooty Hill Road and Bottles Road, Plumpton.

Samantha Riley Drive and Hezlett Road, Kellyville

Installation of traffic control signals at Samantha Riley Drive and Hezlett Road, Kellyville, at a cost of \$375,000. This project was delivered by The Hills Shire Council.

Albany Street North, Gosford

Installation of raised safety platform at the intersection of Albany Street North and William Street. Project was delivered at a cost of \$130,000.



New works at Albany Street, North Gosford.

Pedestrian Protection Program

Through the Pedestrian Protection Program, traffic signals are being upgraded to protect pedestrians from turning vehicles. The upgrades ensure vehicle movements are held while pedestrians commence crossing the intersection, providing pedestrians with additional time to enter and clear the roadway and increase their visibility to motorists. In 2021–2022, the program was completed, delivering the final sites of the 560 originally identified for upgrades. Key findings from the evaluation can be found in the section ‘Strong evidence base’.

High Pedestrian Activity Program

In partnership with local councils during 2021–2022, 30km/h and 40 km/h speed zones were introduced and expanded in five high pedestrian activity areas across Greater Sydney and three more across the Regional and Outer Metropolitan area including around bus interchanges, train stations and shopping districts along with supporting road infrastructure. The changes are part of the NSW Government’s aim to reduce road trauma in very busy pedestrian areas, to prioritise the walking needs of people and make cities more liveable.



A High Pedestrian Activity Area.

School pedestrian crossing

In January 2021 the NSW Government established a \$59 million school pedestrian safety upgrade program, that was increased to \$81.7million with State and Commonwealth contributions. There are currently 799 projects that will be delivered under this program, with 357 completed by 30 June 2022 and 537 of these projects completed by end December 2022.

Cumberland Road Ingleburn at Ingleburn Public School – Raised Pedestrian Crossing



Raised pedestrian crossing on Cumberland Road Ingleburn at Ingleburn Public School, prior to works being completed.



Raised pedestrian crossing on Cumberland Road Ingleburn at Ingleburn Public School, after completed works.

Ferndale Street, Revesby



Raised pedestrian crossing at Ferndale Street, Revesby, prior to works being completed.



Raised pedestrian crossing at Ferndale Street, Revesby, after completed works.

Road infrastructure at schools

The Australian and New South Wales governments are investing more than \$40.9 million to improve road infrastructure at schools across the Sydney metropolitan area, making the trip to school safer for thousands of children. The funding supports the fast roll-out to at least 250 projects in metropolitan areas and over 500 projects in regional areas. The projects keep students and families safe while creating jobs and economic opportunities for businesses and suppliers. Upgrades include installing raised zebra crossings and pedestrian islands, as well as improving the visibility of key crossings in busy and high-risk areas. All projects are expected to be finished by June 2023.

Safe integration of major transport projects

The Centre for Road Safety continues to assure road safety through the design, construction and operation of major transport projects. By prioritising safety and embedding safe system principles through these projects Transport is able to deliver an integrated network that provides safe door to door journeys for all transport users, especially pedestrians and cyclists. It is imperative regardless of transport mode, that customers can interchange between modes and move to and from their final destinations in a safe, direct and connected manner. Notable major projects include Sydney Metro City and South West, West and Western Sydney Airport, Parramatta Light Rail and Westconnex Rozelle Interchange.



Construction of Barangaroo Station, part of the Sydney Metro City & Southwest project.

Using the roads safely

The Road Safety Plan 2021 highlights the need to continue to encourage people to use the roads safely. This is done through road rules, enforcement, licensing requirements and supporting communications. A number of significant reforms have been delivered under this priority area.

Saving Lives Accelerated Package

Transport for NSW continued delivery of the Saving Lives Accelerated Package aligned with the Safe System approach to improving road safety. The package was announced on 19 November 2020 and included key life-saving measures. Measures delivered during 2021–2022 included:

- ▶ The NSW Mobile Speed Camera Program expanded from 7,000 to 21,000 enforcement hours per month and markings were updated on all mobile speed camera vehicles rolled out gradually from July 2021 to January 2022. Rooftop signage was also installed on all vehicles. On 10 October 2022, the NSW Government announced that from 1 January 2023 all mobile speed cameras will include portable warning signage on the approach to and after enforcement sites.
- ▶ Installed 17 new red light speed cameras in 2021–2022, with 22 completed by December 2022.
- ▶ Over 500 kilometres of audio-tactile line marking was installed on the NSW road network.



A mobile speed camera sign.

Safer speeds

During 2021–2022, 61 speed zones were reviewed across the NSW road network. The setting of safe speed limits is a critical part of ensuring the safety of all road users. Speed zones are regularly reviewed to ensure speeds listed are appropriate to the road design and use to address casualty crashes and risk. Transport for NSW is responsible for the setting and signposting of safe and appropriate speed limits in NSW in accordance with the NSW Speed Zoning Guidelines and the NSW Road Rules. Transport for NSW received 1,007 speed limit suggestions from the community via the website for 2021–2022.

Maintaining and enhancing road rules

Transport for NSW regularly reviews and updates the road rules as part of a national process so that rules are as consistent as possible, while also allowing for requirements that are specific to NSW.

During 2021–2022, the NSW Road Rules were updated to:

- ▶ add type G child restraints to the types of restraint children between 7 and 16 are permitted to use
- ▶ permit motor bike helmets meeting the new European standard
- ▶ permit the use of newer payment types for pay parking.

Road safety camera enforcement strategy

The NSW Government published the NSW Automated Enforcement Strategy for road safety (November 2022). This strategy provides an overarching framework to manage the automated enforcement programs used in NSW, assist innovation in this space, and continue to help reduce NSW road trauma. The strategy builds on the success of the previous NSW Speed Camera Strategy and current NSW automated enforcement programs, including the world-first Mobile Phone Detection Camera Program introduced in 2020. It is available on the Transport for NSW website: www.transport.nsw.gov.au/roadsafety/what-we-do#NSW_Automated_Enforcement_Strategy

Speed camera enforcement

Police speed enforcement is complemented by speed camera enforcement which includes fixed speed cameras, red-light speed cameras, mobile speed cameras and heavy vehicle average speed cameras. During 2021–2022 Transport for NSW invested \$68.6 million in speed camera enforcement and as at 30 June 2022 there were 109 fixed speed camera locations, 211 red-light speed camera locations, around 1,451 active enforcement sites for mobile speed camera locations where deployment took place and 29 heavy vehicle average speed camera locations.

The Mobile Speed Camera program during 2021–2022 conducted on average 13,938 hours of enforcement per month and a total of 167,259 during the financial year. Around 99.4 per cent of vehicles passing Mobile Speed Cameras were not exceeding the speed limit, during the 2021–2022 financial year. The NSW Government rolled out 897 of 1,000 static mobile speed camera signs during 2021–2022 to remind drivers that mobile speed cameras are operating, and they can be caught speeding anywhere, anytime. The installation of the remaining 103 signs was postponed due to being located in flood affected areas in Northern NSW but will be completed during 2022–2023.



A red light speed camera sign.

Mobile Phone Detection Camera Program

The Mobile Phone Detection Cameras (MPDC) program checked over 85.7 million vehicles in 2021–2022. On average, around one in 526 drivers checked in NSW was illegally using a mobile phone and issued a penalty notice (during 2021–2022), a non-compliance rate of 0.19 per cent. This represents a positive shift in driver behaviour and a significant improvement in compliance with the law compared to the non-compliance rate detected during the pilot period (from January to June 2019) when one in every 82 drivers (1.2 per cent) checked was detected using a mobile phone illegally.

In 2021–2022, more than 162,800 penalty infringement notices were issued. The expenditure on the program in 2021–2022 was \$7.6 million and the \$62.5 million revenue from all fines from camera-based enforcement of mobile phone offences in 2021–2022 was directed into the Community Road Safety Fund.



A mobile phone detection camera.

Testing of mobile phone detection cameras to detect seatbelt non-use

Following a successful six-month trial in 2021, the NSW Government committed as part of the 2026 Road Safety Action Plan to using mobile phone detection cameras to also detect seatbelt offences. This is designed to address the significant ongoing trauma that occurs when motorists do not buckle up. In 2022, 30 people died in crashes where they were not wearing a restraint. Systems development and legislative changes are being progressed to enable this to occur. Consistent with all road safety programs, Transport for NSW will inform the community in advance of the cameras being used to enforce seatbelt offences.

Police partnerships including the Enhanced Enforcement Program 2021–2022

Police operations are critical to reducing road trauma across the state, and Transport for NSW continues to work closely with the NSW Police Force to deliver enforcement partnerships to reduce trauma on NSW roads. This includes the Enhanced Enforcement Program (EEP), which continues to deliver high visibility police road safety enforcement in addition to normal operations, to deter unsafe road use.

In 2021–2022, \$20 million was spent on police partnerships, including EEP operations, high visibility markings on Police vehicles, and equipment to deliver road safety enforcement. State wide, 115,000 hours were delivered by NSW Police Force across EEP state wide and Regional operations in 2021–2022.

Enhanced Enforcement operations included six state wide operations totalling more than \$3.6 million, typically conducted over long weekends and holiday periods, often complementing double demerit point periods. NSW Police Force also delivered regional Enhanced Enforcement operations throughout the year totalling approximately \$9 million.

Additionally, more than 109,000 roadside mobile drug tests and 2.99 million random breath tests were conducted. The table below shows RBT and MDT figures by month.

Month	Random Breath Testing	Mobile Drug Testing
Jul – 2021	99,130	1,460
Aug – 2021	134,003	2,254
Sep – 2021	113,539	3,460
Oct – 2021	172,464	8,283
Nov – 2021	182,711	17,205
Dec – 2021	385,183	16,194
Jan – 2022	437,343	10,337
Feb – 2022	211,069	12,637
Mar – 2022	195,190	13,804
Apr – 2022	445,629	7,992
May – 2022	237,163	9,637
Jun – 2022	379,504	5,874
Total Jul 2021–Jun 2022	2,992,928	109,137



A NSW Police Officer conducting a random breath test.

NSW Drug and Alcohol Road Safety Advisory Group

A key action in the 2026 Road Safety Action Plan is to form a drug and alcohol advisory group comprising agency representatives and independent experts to revise NSW's drink and drug driving enforcement strategy to support future trauma reductions.

The group was established in June 2022, and has been considering best-practice research evidence, alongside NSW Police perspectives to inform the testing scale and approach, as well as possible legislative enhancements and other opportunities to optimise enforcement. The group is expected to provide recommendations to government upon completion of the final report outlining advisory group findings.

Supporting National Policy Work

The Centre for Road Safety was actively engaged in national processes to ensure positive road safety outcomes for NSW across a range of policy areas including:

- ▶ Heavy Vehicle National Law (HVNL) Review.
- ▶ Australian Road Rules maintenance.
- ▶ Automated vehicles in Australia.
- ▶ Review of the National Heavy Vehicle Driver Competency Framework (NHVDC).
- ▶ Construction Logistics and Community Safety – Australia (CLOCS-A).

NSW E-scooter Shared Scheme Trial

From July 2022, e-scooter shared scheme trials commenced in NSW at the Western Sydney Parklands and Australian Botanic Garden Mount Annan. Riders at these trial locations are allowed to ride e-scooters hired from an approved shared scheme provider. New rules were made in July 2022 to enable the trial and apply to riders participating in the trial to help keep everyone safe.

Applications for councils in NSW to participate in the trial closed on 30 September 2022. The trial is expected to last for 12 months and will be evaluated and monitored by Transport for NSW.

Speed Reduction at Active Level Crossings Program

In accordance with the Speed Limit on Approach to Active Level Crossings Policy, Transport for NSW has established a three-year dedicated program to reduce the road speed limits on approach to level crossings actively controlled by flashing lights or flashing lights and boom gates to a maximum of 80km/h. As of October 2022, 54 per cent of the program is complete, with 65 of 104 sites having had their speed limit reduced. The remaining sites are expected to be completed by the end of 2022–23.



An 80 km/h speed limit on approach to a level crossing on Castlereagh Highway, Mendooran.

Bus Safety

Bus Safety Week, part of the Be Bus Aware campaign, was held from 21 – 27 February 2022 to highlight for all road users how to stay safe on and around buses. The Bus Safety Week campaign comprised radio, social media, a media announcement, messages on Variable Message Signs (VMS) and bus CCTV, and materials for stakeholders to use and share. It also featured a suite of new bus safety videos targeted at different road users. In 2022, the campaign reached over 2,700,000 people.



Creative from the 2022 Bus Safety Week.



A still image from one of the new bus safety videos.

In 2022 as part of Bus Safety Week an educational toolkit was distributed to NSW Schools with detailed lesson plans using the Safety Town website which supports the teaching of road safety from Kindergarten to Year 6 in NSW primary schools. The website has teacher and learning resources including notes and detailed lesson plans covering safety around buses, including waiting for the bus, travelling on the bus, and what happens when students get off the bus. The site also has information for parents and carers about getting their child to and from the bus stop safely.

National Walk Safely to School Day

Transport for NSW supported the Pedestrian Council of Australia's annual National Walk Safely to School Day held on 20 May 2022. The day encouraged families to walk children to and from school to help reinforce safe pedestrian behaviour and highlight the environmental and health benefits of regular walking. More than one million school students travel to and from school each day in NSW and this event helps families reinforce the key road safety messages promoted in NSW schools.



Primary school students and local police participated in 2022 Walk Safely to School Day.

Drink and drug drive enforcement

The NSW Police Force conducted more than 2.99 million random breath tests (RBT) in 2021–2022. During 2021–2022, \$4.6 million was invested into roadside drug testing, with 109,137 roadside drug tests conducted. The Mobile Drug Testing Program is designed to deter drivers through the unpredictability of roadside drug testing and operates alongside Random Breath Testing Program.

Mandatory Alcohol Interlock Program (MAIP)

The Mandatory Alcohol Interlock Program is a court-ordered penalty for high-range, mid-range and repeat drink drive offenders. The program aims to reduce repeat offending by requiring that when offenders return to licensing, they only drive a vehicle with an alcohol interlock device installed which prevent drivers from drink driving. More than 30,895 Interlock Licenses have been issued since the program began in 2015. From 1 January 2022 to 20 October 2022 there were 9,305 active alcohol interlock program participants. This figure includes participants who were new to the program, who completed the program, and whose interlock licence rolled over. An evaluation of the impact of MAIP on road safety outcomes was completed this year, which showed strong evidence that MAIP significantly reduced drink driving reoffending (refer to 'A Strong Evidence Base' section for key findings).



An alcohol interlock device.

Driver Reviver Program

In 2021–2022, the NSW Government spent approximately \$190,000 supporting 63 Driver Reviver sites across NSW, which are open during peak travel times to encourage drivers to stop and take a break.



A Driver Reviver sign.

Safer Drivers Course

In 2021–2022, Transport for NSW invested \$7.1 million in delivering the Safer Drivers Course, including \$600,000 contribution from the State Insurance Regulatory Authority. To the end of October 2022, more than 235,000 learner drivers have participated in the course since it began in 2013, including more than 28,300 learners participating in 2021–2022.



A learner driver completing their log book with a supervising driver.

Road safety campaigns

In 2021–2022, Transport for NSW delivered a range of highly recognised and effective behavioural communication campaigns to promote safe behaviours on the roads.

The investment in campaigns for 2021–2022 was \$21.3 million with 86 per cent of NSW motorists recognising a road safety campaign across all channels. Road safety campaigns in 2021–2022 included:

‘Every K counts’ casual speeding campaign

In October 2021, Transport for NSW launched the new ‘Casual Speeding. Every K Counts’ campaign. The campaign aims to make motorists stop and think about the risk and impact of going ‘just a bit’ over the speed limit or driving too fast for conditions.

The campaign was shown around the state on television, cinema, radio, outdoor advertising, social media and online. Since launch, there has been a positive shift in attitudes across crash risk, crash severity and saliency of speed as an issue. Ninety-three per cent of those who have seen the campaign agree that ‘small changes in speed can have a big impact on the outcome of a crash’.

What’s your Plan B? Drink driving campaign

The ‘What’s your Plan B?’ Drink Driving campaign is designed to encourage motorists to make positive choices to get home safely after drinking. It aims to reinforce that if you drink you should not drive and promotes alternative transport options to help motorists make the safe choice not to drink and drive. The campaign was shown around the state on television, outdoor advertising, social media, online and advertising within licenced venues to target drivers at the point of behaviour.

In April 2022 Transport for NSW also launched a new ‘What’s your Plan B?’ television commercial, which aims to highlight the physiological impact a ‘few’ drinks have on a person’s ability to drive. The ad introduces the unexpected and surprising character, Terry Godmother, who takes a friendly approach to encourage would-be drivers to make the right choices and opt for easy Plan B options, such as public transport.

In 2021–2022 campaign recognition remained strong at 60 per cent. Research shows the campaign continues to have an impact on peoples’ future intentions with 56 per cent of those who had seen it stating they would ‘never drink drive’ in the future.



Creative from the ‘Plan B’ public education campaign.



A still image from the ‘What’s your Plan B?’ television commercial, featuring Terry Godmother.

‘Saving Lives on Country Roads’ public education campaign

The ‘Saving Lives on Country Roads’ campaign demonstrates how everyday driving decisions in country areas can result in serious consequences. The campaign encourages motorists to make safe, positive choices to reduce their risk on the road. The campaign was shown in regional NSW on television, radio, outdoor advertising, social media and online.

Seventy-one per cent of regional NSW motorists recognised the campaign, and the campaign showed positive influence on future behaviour. A new, regionally-targeted television commercial launched in 2021–2022 resulted in 62 per cent of those who had seen it saying in future they would ‘never drink and drive’ if they needed to get somewhere but thought they may be over the legal blood alcohol limit.

‘Stop It... Or Cop It’ enforcement campaign

The ‘Stop It...Or Cop It’ campaign aims to increase awareness that NSW Police can enforce illegal road user behaviour anywhere, anytime. It enhances the impact of the NSW enforcement program, including Double Demerits, by heightening drivers’ perception and visibility of Police enforcement and operations. It addresses behaviours such as speeding, drink driving, use of mobile phones whilst driving, and wearing seatbelts. The campaign was shown across NSW on television, outdoor advertising, radio, social media and online. Campaign recognition was strong at 68 per cent, with 76 per cent of those who had seen the campaign noticing police activity on NSW roads.



Creative from the ‘Stop it...Or cop it’ public education campaign.

‘Don’t Trust Your Tired Self’ driver fatigue campaign

The ‘Don’t Trust Your Tired Self’ campaign continued to educate drivers on the actions they should take to combat fatigue and avoid driving tired. The campaign was shown on television, digital video, radio, outdoor advertising, social media and online. In March 2022 a new commercial was launched on online video and social media to highlight the risk fatigue poses on everyday driving. 61 per cent of the target audience recognised the campaign, with 60 per cent of those who had seen it stating they will plan to get a good night’s sleep before driving.

‘Be Truck Aware’ heavy vehicle safety campaign

The ‘Be Truck Aware’ campaign aims to prevent road crashes and potential fatalities by educating road users on the unique safety risks associated with driving around heavy vehicles. The campaign is shown across the state on radio, outdoor advertising, digital video, social media and online. The campaign delivers key messages on where a truck’s blind spots are, how to avoid them and how to keep a safe distance from trucks. 70 per cent of those who had seen the campaign stated in future they would consider a truck’s blind spots when driving/riding near or around a truck ‘every time’.

‘Ride to Live’ motorcycle safety campaign

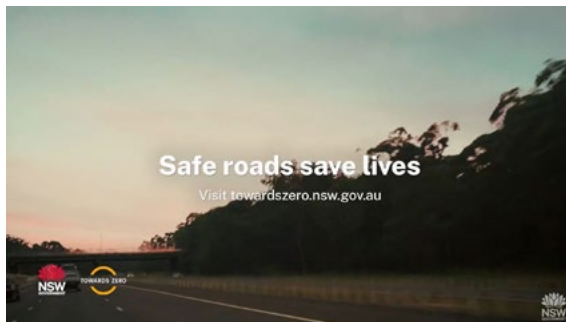
In 2021–2022 the ‘Ride to Live’ motorcycle campaign continued to remind motorcyclists to be aware of the potential hazards they face on the road, educated them on the actions they can take to keep safe, and alerted drivers to be aware of motorcyclists and check their blind spots. The motorcycle safety ‘Ride to Live’ campaign is shown across the state on television, digital video, radio, outdoor advertising, social media and online, targeting commuter and recreational riders. The campaign has reached nearly all motorcycle riders, with 85 per cent recognition, and 72 per cent of those who had seen it stated they would scan ahead for hazards, ‘every time’ they rode. The State Insurance Regulatory Authority provided \$400,000 toward the campaign.

‘Enjoy Our Roads Safely’ summer road safety campaign

In 2021 the summer Road Safety campaign encouraged NSW road users to ‘enjoy our roads safely’ when they were either setting out or returning from a holiday road trip. The campaign was shown across state television, online video, outdoor advertising, radio and social media. Content was also developed through sponsorship partners Cricket NSW, Western Sydney Wanderers and The Wiggles. The social media content has achieved strong engagement results, with an average of over 2,600 clicks delivered per social post.

‘Safe Roads Save Lives’ Safer Roads Program campaign

The ‘Safe Roads Save Lives’ campaign aims to educate the community on the safety benefits of the Safer Road Program and expected fatality and serious injury prevention. In March and June 2022, the campaign continued to increase the understanding of the major projects being undertaken and associated benefits, while continuing to educate on the benefits of specific road treatments. Campaign messages were delivered via social media.



Creative from the ‘Safe Roads Save Lives’ public education campaign.

Used Car Safety Ratings Campaign

The Used Car Safety Ratings campaign was live in December 2022 through social media following the release of the 2022 Used Car Safety Ratings with a further burst of paid media in February and April 2023.

School Zones Campaign

The School Zones campaign was shown across the state on radio, social media and Variable Message Signs (VMS) at key back-to-school periods to remind motorists to slow down to 40km/h at School Zones, and when bus lights flash. Communications materials were also developed and shared with stakeholders. The campaign performed well with 78 per cent of people who heard the radio advertising stating that in future they would intend to slow down to 40km/h in school zones during operational hours.

Through 2022, the quarterly school bus flashing lights campaign reminded motorists to slow down to 40km/h when bus lights flash. Lights flash on the front and back of buses to inform motorists that buses are picking up and setting down children. Drivers must slow down to 40km/h when bus lights flash. Slow down and look out for children crossing the road near bus stops, in school zones or along bus routes.



Creative from the bus flashing lights public education campaign, part of the school zones public education campaign.

Roadside Worker Safety Campaign

‘Slow down, road workers around’ campaign was shown across the state on TV, radio, social media and outdoor advertising. The new road safety campaign launched in April 2022, and reminds drivers to slow down and pay attention at all temporary work sites. Road workers experience close-calls at worksites regularly, and the campaign humanises road workers, the people who are making the roads safer but are often the most vulnerable at worksites.



Creative from the ‘Slow down, road workers around’ public education campaign.

Horses in traffic campaign

In 2021 Transport for NSW launched a campaign to remind motorists of the importance of taking care when driving around horses and livestock on NSW roads. The campaign was shown across the state in print and social media. Communications materials were also developed and shared with stakeholders. The campaign ran again from October to November 2022.

Wooping drivers to slow down

In 2022, Australia's most famous maths teacher Eddie Woo was the face of a campaign to encourage drivers to slow down, using his love of numbers to explain the potentially devastating impact of speeding. Eddie Woo broke down the hard facts of speeding with a simple message – the faster you go, the longer it takes to stop. His explanation of driving simulations in three short videos demonstrated just how crucial it is to stick to the speed limit. The simulations demonstrate how even small increases in speed can have devastating results. The campaign appeared on Transport for NSW's Facebook page, YouTube channel and towardszero.nsw.gov.au site. The campaign ran for two weeks.



Mathematics expert, Eddie Woo.

Road Rules Awareness Week

Road Rules Awareness Week was held from 21 March 2022 urging drivers to keep themselves and others safe by refreshing their knowledge of the road rules. The week highlighted rules that impact on road trauma along with commonly misunderstood rules. The annual campaign included social posts, quizzes, animations and videos.

Road safety engagement and partnerships

National Road Safety Week

This annual initiative is led by the Safer Australian Roads and Highways Group (SARAH) and is supported by the Commonwealth and all states and territories and was held in May 2022. Throughout National Road Safety Week, the 10 social media posts on the NSW Road Safety Facebook page reached more than two million people and achieved more than 38,000 engagements. The Sydney Harbour Bridge, Big Merino, Parkes War Memorial and other monuments were lit yellow across the state to remember the 1,200 lives lost on Australian roads each year. Engagements were held throughout the state, including morning teas, to discuss the importance of road safety.



As part of National Road Safety Week, landmarks were lit up in yellow, including the Big Merino in Goulburn.

Rugby League legends

Transport's partnership with NSW Rugby League connects local football clubs across the state with important road safety messages. In 2022 NSW Rugby League supported the road safety message by visiting schools and local clubs and speaking about the knock-on effect of road trauma in country communities and encouraging fans to think carefully every time they get behind the wheel. Ahead of the State of Origin season the NSW Blues team also released a powerful three-part mini-documentary series on social media, showcasing the importance of good decision on and off the field.



NSW Rugby League speaking about the knock-on effect of road trauma in Kurri Kurri and encouraging locals to think carefully every time they get behind the wheel.

Western Sydney Wanderers

With the help of the Western Sydney Wanderers, the NSW Government is using the power of football to raise awareness and start conversations about road trauma and how everyone can help prevent it. The Wanderers partnership with Transport for NSW dates back to 2015 and continued into 2022.



Members of the Road Trauma Support Group NSW meeting with players from the Western Sydney Wanderers.

Sydney Swans 'Get your Hand off it'

The partnership with the Sydney Swans provides an opportunity to educate drivers/riders on the significant role using their mobile phone while driving plays in fatalities and serious injuries on NSW roads and reset drivers' attitude to the issue. The focus of the partnership is to leverage the influence of the players, club, and club channels to highlight the impact of mobile phone distraction while driving.



Creative developed as part of the Sydney Swans partnership.

Good Sports Program

Transport for NSW has continued to fund the Good Sports Program to raise awareness of staying safe on the roads. When it comes to promoting road safety within sporting clubs, the Good Sports Program has reached over 775,000 people in NSW. It provides the sporting clubs with resources, training, and guidance they need to build a healthy club environment, including a focus on road safety.

The Wiggles — Child Restraints partnership

Transport for NSW continues to partner with The Wiggles to promote Child Restraints and child car seat safety with this highly engaged audience. The partnership allows access to the Wiggles large audience reach across digital, social media and live events, as well ability to create bespoke co-branded content which can be promoted on the NSW Road Safety media channels. In 2021 Transport promoted videos by The Wiggles specifically around driveway safety, which was particularly relevant during COVID-19 lockdown periods where more children were home from school. Transport for NSW also promoted translations of the ‘Beep Beep Buckle Up’ song performed by the Wiggles, which promotes the safe and correct use of child restraints and child car seats to culturally and linguistically diverse audiences (Vietnamese, Mandarin and Arabic). In 2022 Transport for NSW and the Wiggles are updating assets to show the new Wiggles team members and continue to promote road safety messages and content from the Wiggles across the NSW Road Safety media channels.



Priscilla Page - Associate Community & Safety Partner and Peta Waite - Lead Community & Partner deliver the child car seats activation at the Newcastle Wiggles Show.

Sydney Royal Easter Show

Transport for NSW participated at the Sydney Royal Easter Show engaging the public on road safety messages. The 2022 exhibit included the crash car display to reinforce the ‘Casual Speeding. Every K Counts’ campaign, and tested motorcycle helmets to promote the importance of motorcyclist safety. Also featured was the Wiggles Big Red Car with a child car seat display, MotoCAP rated clothing displays and road safety photo booth.



Transport’s exhibit at the Sydney Royal Easter Show in 2022.

Building a safer community culture

To support road safety as a partnership with the community, a range of activities were implemented to support engagement in road safety and to inform and motivate road users to use the road safely. Aligned to the Road Safety Plan 2021, these activities included:

Younger drivers

Since the Graduated Licensing Scheme (GLS) was introduced in June 2000, young driver fatalities have reduced by 64 per cent. Notwithstanding this, young drivers continue to be over-represented in casualty crashes in NSW. Despite making up only around 15 per cent of all licence holders, younger drivers represent almost a quarter of annual road fatalities.

Transport for NSW, in partnership with councils under the Local Government Road Safety Program, delivered free Helping Learner Drivers Become Safer Driver workshop for parents and supervisors of learner drivers. In 2021–2022, 165 workshops were delivered across NSW to 2,089 attendees.

In 2021–2022, 102 TAFE Partnership road safety workshops targeting young apprentices, who are at high risk of crashes due to their age, inexperience and the need to travel long distances, were delivered to more than 1,354 participants.



A learner driver with a driving instructor.

Older road users

In 2021–2022, 151 Older Driver (65Plus) workshops were delivered to 2,034 people. These aim to provide advice and safety tips for road users aged 65 or over to help make safer choices when driving, riding, walking, using a mobility scooter or catching public transport.

On 30 March 2022, Transport for NSW and the University of Wollongong released a new resource to help empower older adults to make informed decisions about driving. Launched as part of NSW Seniors Festival, the 'Driving and staying independent: A decision aid for older drivers' resource, takes older drivers through five steps to assist with making decisions about whether to continue, modify or retire from driving. The social paid campaign launched in June 2022 was supported with below the line activity which consisted of:

- ▶ Driving and staying independent printed booklet
- ▶ Flyers (print ready and digital)
- ▶ Posters (print ready and digital)
- ▶ Digital banners
- ▶ Social media tiles and copy
- ▶ Copy on the Centre for Road Safety website.

Customised communication toolkits were provided to stakeholders and Road Safety Officers to further promote via their channels.



An older driver.

Community Road Safety Grants

The Community Road Safety Grants program provides community groups funding to implement local road safety programs within their communities. The grants provide funding of \$5,000 or up to \$30,000 and have made significant contributions to community-driven road safety initiatives. Since the inception of the program in 2015–2016, 187 projects have been funded under the grants program up to 30 June 2022.

In 2021–2022, a total of \$509,122 was spent on the program with the 23 community groups implementing a range of local road safety projects across NSW with funds received.



Tyson Muscat, Director of Clontarf Foundation, who received a Community Road Safety Grant.

Towards Zero Community Partnerships

A range of activities were implemented to support road safety engagement within communities. Activities such as the Towards Zero round of local football and netball players in southern NSW and Motorcycle Awareness Month engaged local community members and encouraged conversations around road safety.

Aligned to the Road Safety Plan 2021, these activities support local road safety engagement to inform and motivate road users to use the road safely.

Food Delivery Riders

From 2019–2020, there were 74 food delivery rider casualty crashes on NSW roads, resulting in five food delivery rider fatalities. Of these, three were bicycle riders and two were motorcycle riders. A social media campaign took place in August/September 2021 targeting food delivery riders and drivers. A suite of food delivery rider communication materials are available to help riders keep themselves safe and food delivery platforms keep their riders safe on the roads. Materials include a new webpage for food delivery riders and a suite of resources including a detailed booklet, factsheets about visibility and safe riding. A communications toolkit along with materials were provided to the platforms in February 2022. These materials will be updated to align with the recently announced Work Health and Safety Amendment (Food Delivery Riders) Regulation 2022, requiring platforms to provide high-visibility personal protective equipment and induction training to all riders.

Working with employers (Road Safety In Your Workplace)

The 'Road Safety In Your Workplace' program encourages employers across NSW to embed a positive road safety culture in their workplace. The program is a collaboration between Transport for NSW and the State Insurance Regulatory Authority. 'Road Safety In Your Workplace' continued to be promoted throughout 2022. NSW Small Business Month ran in both March and November, and the program was promoted via social media and above the line advertising. The program was promoted at the Workplace Health and Safety Show in September, enabling a range of industries and businesses to understand more about the program. Case studies on how Australia Post implements its road safety policies and procedures have also been published, and Transport continues to engage with partners and industry about the program. State Insurance Regulatory Authority provided approximately \$160,000 in funding towards the vehicles as a workplace initiative.



Creative from the Road Safety In Your Workplace program.

Small Business Month

Transport for NSW supported NSW Small Business Month in November 2022 with the promotion of the 'Road safety in your workplace' program. A campaign promoting the month was launched via social media (Facebook and LinkedIn) and across XTracks and community digital screens throughout major train stations in Sydney.

Kidsafe Partnership

Transport for NSW has funded Kidsafe NSW since 2017–2018 to deliver the nationally recognised child car seat training for intervention support agencies at subsidised costs. Twenty four courses were conducted and the following outcomes were achieved:

- ▶ 174 participants received the training
- ▶ 48 participants identified as Aboriginal
- ▶ 24 training sessions conducted
- ▶ 6 sessions conducted for Aboriginal services
- ▶ 19 different agencies benefitted from the training.

The Agreement with Kidsafe NSW from 2021 to 2026 is to provide 25 child car seat training courses for a minimum of 10 participants each year to intervention support services and community transport providers across NSW.

Aboriginal road safety

Aboriginal people are one and a half times as likely to be killed or injured in a crash compared with non-Aboriginal people. Transport for NSW delivers a range of Aboriginal road safety programs, including making driver licensing more accessible, child car seat use and helmet safety for children. During 2021–2022, Community Road Safety Fund investment in Aboriginal road safety included:

Aboriginal community events

Transport for NSW held a stall at the Koori Knockout event over the October long weekend. This activation was visited by over 500 attendees who were engaged in quizzes and discussions on road safety, as well as a pass the ball activity to highlight distractions when driving. A highlight of the event was the attendance of NRL player Latrell Mitchell at the Transport for NSW stand. As a key sponsor for the Koori Knockout, the event included on-field promotion of the 'Yeah NAH... to drink driving' campaign messaging to engage and further promote key road safety messages to the Aboriginal community.



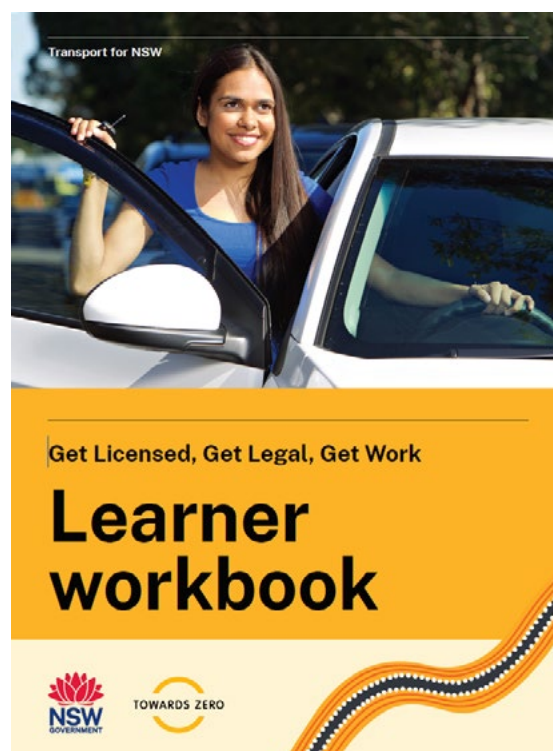
NRL player Latrell Mitchell with Transport for NSW employee Phil Jerrard at the 2022 Koori Knockout.

Aboriginal people and disadvantaged drivers

Transport for NSW continued to deliver the Driver Licensing Access Program (DLAP), which aims to increase access to licensing, safe and legal driving and improve social outcomes by providing support and mentoring programs for people who face barriers to the licensing system. The program targets Aboriginal communities, refugee and resettlement communities, communities who have limited access to transport options or who are geographically disadvantaged, vulnerable young people (such as those leaving state care) and other people experiencing social and economic hardship.

In 2021–2022 the DLAP program spent \$4.6 million. During 2021–2022, 1,436 Learner licences and 1,019 provisional licences were achieved through the program.

A revised version of Get Licensed, Get Legal, Get Work training resource is now available for DLAP service providers to use. The training resource includes a teaching guide and student workbook to help DLAP providers engage pre-learner drivers who may experience low literacy and numeracy to learn about safe driving, road rules and how to undertake the Driver Knowledge Test.



A revised version of the 'Get Licensed, Get Legal, Get Work' Learner Workbook is now available.

AFL NSW/ACT Indigenous Youth Leadership Program

Transport for NSW in partnership with AFL NSW/ACT Indigenous Leadership Program delivers leadership camps which were held in April and July. The camps were a great opportunity for the young athletes to not only work on their AFL through skills and drills, but also build on their leadership skills, and with assistance from Transport for NSW, learn more about the importance of road safety. The program provides a practical understanding of leadership in road safety and leadership styles in a variety of sporting and non-sporting situations.



Participants in the AFL NSW/ACT Indigenous Youth Leadership Program.

Bring the Mob Home Safely

The road safety campaign message “Bring the Mob Home Safely” connects with Aboriginal people through social media with Aboriginal community targeted content promoting road safety advice and awareness. Transport for NSW key campaign content is also promoted through NITV and Imparja television networks, Aboriginal community radio stations and newspapers.

Early childhood and school road safety education

Transport for NSW has funded the Road Safety Education Program since 1986. The program is a partnership between Transport for NSW, Department of Education, Catholic Schools NSW, the Association of Independent Schools of NSW, and Kids and Traffic Early Childhood Road Safety Education Program. All NSW primary and secondary students learn about road safety as part of the mandatory Personal Development, Health and Physical Education (PDHPE) syllabus. In NSW early childhood services, road safety is integrated as part of the Early Years Learning Framework.

In 2021–2022, the NSW Government invested \$5 million to provide road safety education consultancy support to schools and teachers, as well as classroom resources to 3,107 primary and secondary schools, and 4,000 early childhood services across NSW. The program provides a focus on professional development for school teachers and early childhood educators, and quality learning resources to support the teaching about road safety in NSW.

Transport for NSW’s Safety Town website (safetytown.com.au) for primary school teachers and students had 108,519 users visit the site during 2021–2022, viewing 1,003,993 pages.

The On the Move website (onthemove.nsw.edu.au) for secondary school teachers and students had 5,513 users visit the site during 2021–2022, viewing 72,098 pages.

The Kindergarten Orientation Road Safety Library Bags attracted strong demand again in 2021–2022, with 66,452 bags ordered by NSW primary schools to share road safety information with new families.



Primary school children learning about road safety in school as part of the NSW Road Safety Education Program.

School Crossing Supervisor Program

There was continued investment of \$22.7 million into the School Crossing Supervisor Program in 2021–2022.

Transport for NSW delivered the NSW Government's election commitment of 300 additional school crossing supervisors over three years. An additional 32 school crossing supervisors were announced, with a total of 332 school crossing supervisors announced in the final round of the program.

Transport for NSW continues to progress this work with school communities to recruit, train and deploy school crossing supervisors to approved locations.



School crossing supervisors play an important role in helping keep students and their families safe when crossing the road.

School Zones

The NSW Government is committed to student safety and has implemented several safety initiatives to improve the visibility of school zones including signage, road markings and flashing lights. The installation of school zone signs, dragon's teeth road markings and flashing lights improve the visibility of school zones and help keep children safe.

To help keep children safe around schools, the NSW Government has ensured that every NSW school has at least one set of flashing lights, with additional sets installed outside many schools with multiple busy entrances. More than 6,500 school zone flashing lights are now in place across NSW to warn motorists when they are about to enter a 40km/h school zone. Flashing lights in school zones are programmed to operate whenever the reduced speed limit applies.



Creative from the School Zones public education campaign.

Local Government Road Safety Program

The Local Government Road Safety Program is a partnership between Transport for NSW and local councils to deliver road user safety initiatives at a local level.

Transport for NSW co-funds participating councils up to 50% for a Road Safety Officer position and/or funding for strategic local road safety projects.

In 2021–2022, \$4.6 million was invested in the program across the state. There are 86 Local Government Areas participating in the program across NSW and 76 allocated Road Safety Officer positions.



Local Highway Patrol delivering a youth driver session at Rissalah College.



Wentworth Shire Council road safety officers attend a 'Plan B' exhibition at the Wentworth Show in August 2022.





Towards Zero Collaboration Hub

Transport for NSW launched stage one of the online 'Towards Zero Collaboration Hub', a centralised platform to host road safety planning resources and information. The Hub is a key priority of the 2026 Road Safety Action Plan aligning with the priority area of enhancing road safety in local communities. The State Insurance Regulatory Authority provided \$120,000 toward the Towards Zero Collaboration Hub.

The Hub went live on 21 September 2022 and direct communications to announce stage one go-live were sent to the key target audiences, including local council Road Safety Officers, community groups, businesses and industry stakeholders. Within the first three weeks, the Hub had over 1064 page views with the 'Learning and Resources' webpage having the highest views. Council accessible road crash data report opens also increased by 163% during this time.

In October 2022, Transport for NSW hosted an information share webinar for local council Road Safety Officers and interested councils. The session provided information on the Hub and promoted the benefits of this new resource and how it will help build capacity within teams. Around 80 representatives across NSW attended and a recording of the session was distributed for those unable to attend.

Stage two planning has commenced (due to launch in February 2024) delivering the full functionality of the Hub including a moderated engagement portal open to local councils and registered local community, government and business groups, enabling a community of practice and sharing ideas through discussion forums, webinars, training, and workshops.

Develop a Local Road Safety Strategic Plan	Safe System approach	Road crash data	Learning and resources
 <p>Start developing your council's Local Road Safety Strategic Plan. This plan provides a strategic framework and direction for your council to follow to improve road safety in your community.</p>	 <p>Follow the Safe System approach to embed the four safety focus areas into your Local Road Safety Strategic Plan.</p>	 <p>Road crash data tells a story about the key road safety issues affecting your community. Interpret and use the data to support your Local Road Safety Strategic Plan.</p>	 <p>Find useful resources to support your road safety planning. These include reports, guidelines, webinars, newsletters, campaign and promotion materials, existing road safety initiatives, and sharing of good practice case studies across councils and community organisations.</p>
LEARN MORE →	LEARN MORE →	LEARN MORE →	LEARN MORE →

Transport for NSW launched the online 'Towards Zero Collaboration Hub', a centralised platform to host road safety planning resources and information.

Wheelchair Sports NSW/ACT

Transport for NSW funds the sponsorship of the Wheelchair Sports NSW/ACT Roadshows program visiting schools across NSW sharing important road safety messages with around 10,000 students of all ages, from primary to high school. Students learn about safety when walking near the road and important driving messages for older students such as taking breaks when driving, the importance of seatbelt use and not being tempted to use their mobile phone whilst driving. As part of the program students experience firsthand what it is like to be in a wheelchair and have some fun by playing a game of Wheelchair Basketball or Wheelchair AFL.



Wheelchair Sports Experience presenters Brendan Talbott and Danny Jeffries.

Rotary Youth Driver Awareness (RYDA)

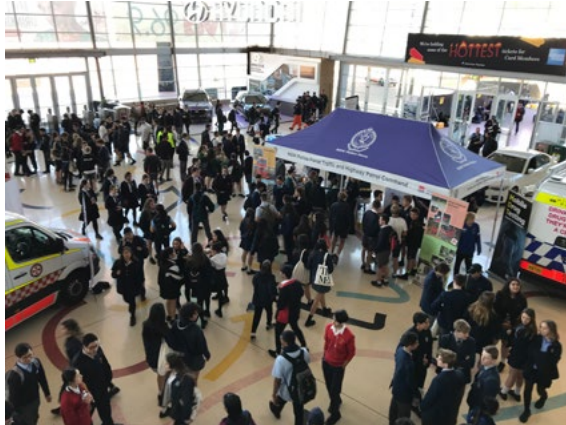
Transport for NSW funds Road Safety Education Ltd to implement the Rotary Youth Driver Awareness (RYDA) program for high school students. Road Safety Education Ltd is a not-for-profit organisation with a commitment to reducing road trauma through the delivery of the RYDA program. The RYDA program is designed to help senior high school students explore and address the issue of road safety through a series of small group workshops delivered over one day.

In 2022, 14,364 students from 155 schools attended 120 workshops. The workshops were delivered across thirty locations throughout NSW.

Bstreetsmart

Transport for NSW was the major sponsor of Western Sydney Local Health District's bstreetsmart event. Held from 2 to 4 August 2022 at Qudos Bank Arena, the event was attended by 16,556 students from 158 schools. The event was livestreamed to high schools and a recording was available to download up to 31 December 2022. The event encourages students from years 10 to 12 to adopt safe behaviours as drivers, riders and passengers. To support the bstreetsmart event, all schools that attended were provided with road safety information and curriculum activities to complement student learning in the classroom.

The Towards Zero stand included a number of road safety messages and a photo booth for students to engage in taking a pledge. Over the three days of the event 215 photos were captured, with 312 shares across social media channels Instagram and Facebook. On the NSW Road Safety Facebook page, the bstreetsmart posts reached over 22,500 people. Students could also take a survey on environmental impacts of learner and provisional plates dislodging from vehicles. Over 180 responses to the survey were collected.



Secondary school students visit bstreetsmart in August 2022.

Regional/Local Road Safety Behavioural Program

During 2021–2022 the Community Road Safety Fund invested \$6.3 million into the delivery of the NSW Road Safety Behavioural Program. The Program delivers behavioural-focused road safety initiatives at a regional and local level to reduce the incidence and severity of crashes in the NSW road environment. The program targets key road safety behavioural issues and at-risk road user groups with a focus on engagement and education. This includes:

- ▶ programs targeting key behavioural issues such as speeding, drink and drug driving, distraction, fatigue, restraint use
- ▶ programs targeting key road user groups such as motorcyclists, young drivers, heavy vehicle drivers, bicycle riders, pedestrians and older road users
- ▶ support to the Enhanced Enforcement Program
- ▶ management of the Local Government Road Safety Program.

Examples of work delivered under the program are covered throughout this report such as the TAFE Partnership, road safety education, Older Driver (65Plus) and Helping Learner Drivers Become Safer Drivers workshops.

NSW road safety online activity

In 2021–2022 the NSW Road Safety Facebook page (facebook.com/nswroadsafety) had a total reach of more than 9.7 million (where people saw posts) and achieved more than 4.3 million engagements (when people interacted with posts).

The top performing posts published on NSW Road Safety Facebook during 2021–2022 were a Double Demerits notification for 11 to 14 June 2021 (Highest reach: 1.8 million and highest number of comments: 1500) and a 'Slow down near horses' post (highest reactions: 6400).

More than 1.67 million users visited the Centre for Road Safety website (roadsafety.transport.nsw.gov.au) during 2021–2022, resulting in around 3.67 million page views. Some of the most popular pages included the P1/P2 restricted vehicle search for provisional drivers, with 309,000 page views, the speed cameras current locations search page, with 272,000 views, and the child cars seats page, including details of national child restraint laws, with 208,000 views.

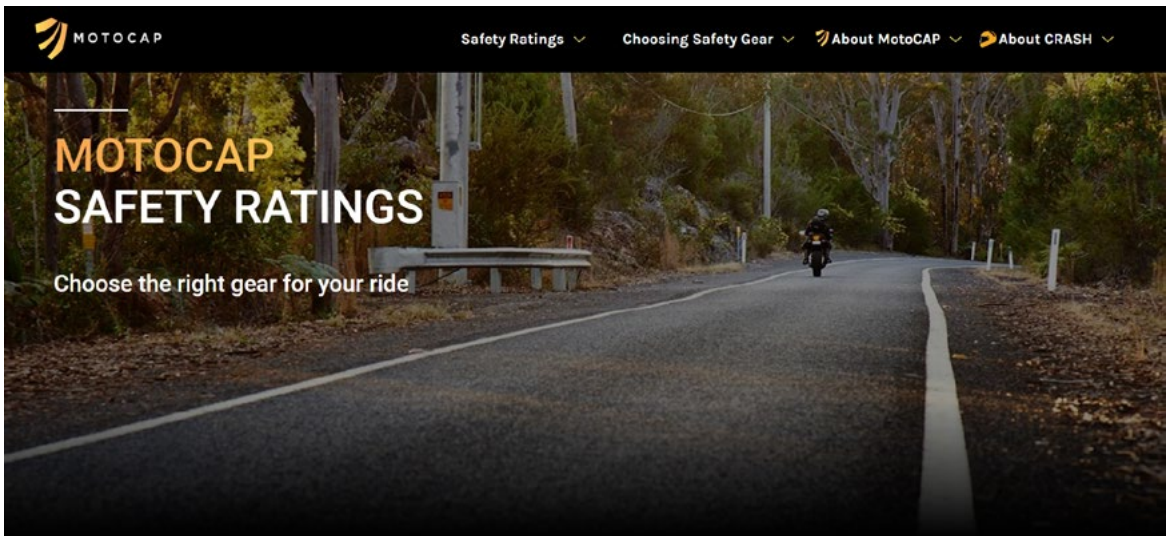
The Towards Zero website (towardszero.nsw.gov.au) was regularly updated with content related to the Safe System, including the latest Used Car Safety ratings, the Casual Speeding – Every K Counts campaign and the 2026 Road Safety Action Plan. The website had more than 195,000 users in 2021–2022, resulting in more than 650,000 page views. Some of the most popular pages were Saving Lives on Country Roads, with 130,000 page views, Safe Vehicles (including the Used Car Safety Ratings), with 45,000 views and Road Safety in Your Workplace, with 35,000 views.

The MotoCAP website (motocap.com.au) was regularly updated with protection and breathability ratings for motorcycle rider jackets, pants, gloves and helmets. The website had more than 39,000 users in 2021–2022, resulting in more than 380,000 page views.

The Child Car Seats website (www.childcarseats.com.au) provides safety ratings for about 250 types of forward facing, rear facing and booster seats. The website had more than 196,000 users in 2021–2022, viewing more than 1.47 million pages. Most of the traffic to the site was via the ‘Find and compare’ page, with 597,000 page views, followed by the ‘Laws on child restraints’ page, with 101,000 views.

Transport for NSW’s Safety Town road safety education website (safetytown.com.au) for primary school teachers and students had 108,000 users visit the site during 2021–2022, viewing more than 1 million pages.

The On the Move road safety education website (onthemove.nsw.edu.au) for secondary school teachers and students had 5,500 users visit the site during 2021–2022, viewing 72,000 pages.



The MotoCAP website provides ratings to help motorcyclists choose the right gear.

New and proven vehicle technology

As highlighted in the Road Safety Plan 2021, vehicle design and safety equipment can significantly improve safety when on the road. Transport for NSW delivers a range of programs to improve the safety of vehicles and equipment, and also support informed consumer choice.

Safety of the NSW vehicle fleet

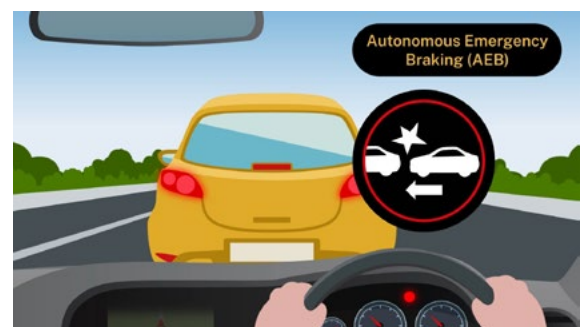
At the end of 2021, 53.9 per cent of all light vehicles registered in NSW that were manufactured on or after 2000 had a five-star ANCAP rating, an increase of 1.5 per cent from 2020 (52.4 per cent). In metropolitan areas, 56 per cent of light vehicles registered that were manufactured after 2000 (up 1.4 per cent) have a five-star rating, compared to 50.1 per cent in regional areas (up 1.2 per cent).

Safety features and technologies for heavy vehicles

Transport for NSW is a steering group partner to Construction Logistics and Community Safety – Australia (CLOCS-A). The group partners to form a relationship to work together in improving road safety and the operational efficiency relating to the logistics in the construction of infrastructure projects. A number of key heavy vehicle stakeholders have been actively working to develop the scheme.

Vehicle safety feature animations

In 2022, a suite of vehicle safety feature animations were developed to highlight how advanced technologies can work to help prevent or reduce the impact of a crash. The animations have been shared on social media and published on the Towards Zero website (towardszero.nsw.gov.au/safesystem/safe-vehicles).



Advanced technologies, such as Autonomous Emergency Braking (AEB), can work to help prevent or reduce the impact of a crash.

Fresnel lens initiative

In 2022, Transport for NSW commenced the Fresnel lenses initiative. Fresnel lenses are a device designed to improve heavy vehicle drivers' ability to see other road users in their blind spots, thus reducing the risk of collisions especially when the heavy vehicle driver is changing lanes or turning. As part of the initiative, Transport for NSW made a number of free Fresnel lenses available to heavy vehicle drivers. For more information, please visit transport.nsw.gov.au/roadsafety/road-users/drivers/heavy-vehicles#Fresnel_lenses



A Fresnel lens can illuminate a truck's passenger-side blind spots.

Motorcycle safety

Motorcycles only account for around 4.6 per cent of all motor vehicle registrations but in 2022 (provisional), 19 per cent of all road fatalities (55 fatalities) were motorcyclists.

Since 2012, Transport for NSW has been supporting Motorcycle Council of NSW's Motorcycle Awareness Month which is held in October each year and includes numerous events and campaigns aimed at educating drivers and riders to drive and ride safely and be aware of their surroundings. Motorcycle Awareness Month 2022 was launched by the Motorcycle Council of NSW on 13 October at Parliament House. The council also co-hosted Breakfast Torque with Sutherland Shire Council on 30 October, ran their Jo(e) Rider campaign and hosted advertising across Spotify, radio and Facebook.

Other initiatives to support motorcycle riders include online resources to promote safety information such as the Motorcycle Riders Handbook and Transport's YouTube channel that has videos on topics from ABS brakes to spotting hazards on the roads.



A display at the 2022 motorcycle Breakfast Torque, which shows motorcycle safety gear that has been rated on the MotoCAP website.

Australasian New Car Safety Ratings (ANCAP)

Transport for NSW is a key contributor to and member of the ANCAP Board, Council and Technical Group. ANCAP released safety ratings for 34 light vehicles models covering 150+ variants in 2021–2022. Of these, 34 were awarded 5 stars, and the lowest score was four stars. In 2021–2022, 92 per cent of all new light vehicle models available for sale in Australia were rated by ANCAP, and 87 per cent had a five star ANCAP rating.

Vehicles are evaluated against four key areas of assessment: adult occupant protection; child occupant protection; vulnerable road user protection; and safety assist. ANCAP frequently conducts crash testing at Transport for NSW's Crashlab, and assesses vehicles' safety assist technology at Transport for NSW's facility in Cudal.

Occupant restraints and child safety

The Child Restraint Evaluation Program (CREP) tested 27 child car seats in 2021–2022. The results were published as they became available to ensure the currency of information provided to consumers. The latest child seat safety ratings were released September 2022 and CREP also introduced improvements to testing procedures and protocols.

In 2021–2022, 184 restraint fitting days were delivered by Transport for NSW and councils under the Local Government Road Safety Program, with more than 2,511 baby and child car seats fitted or checked.

Heavy vehicle safety

In 2022, Transport for NSW supported the proposal to introduce Australian Design Rules (ADRs) for heavy lane departure warning systems and reversing aid technologies. Furthermore, vehicle stability control came into effect for all new applicable vehicles from 1 January 2022.



A heavy vehicle safety activation at a field days event in 2022.

Crashlab — safety research laboratories

In 2021–2022, the Community Road Safety Fund provided \$4.8 million for operating costs and \$1.5 million in capital funding for Crashlab which conducts national research and commercial vehicle crash testing services using the latest technologies in their accredited testing laboratory. Crashlab also carries out tests on child restraints and motorcycle and bicycle helmets.

In 2021–2022, Crashlab conducted 38 vehicle crash tests and more than 320 sled tests on child restraints, bus seats and seat belts including the Child Restraint Evaluation Program (CREP) on 16 restraint models and conducted motorcycle helmet testing under the Consumer Rating and Assessment of Safety Helmets (CRASH)

program covering 30 helmet models. CRASH is a consortium of Transport for NSW, State Insurance Regulatory Authority and Transport Accident Commission, Victoria. The helmets are tested against a range of criteria including protection and comfort, therefore providing riders with a guide to the safest and best helmets available. The State Insurance Regulatory Authority provided \$30,000 toward the Consumer Rating and Assessment of Safety Helmets program.

Future Mobility Testing and Research Centre (FMTRC), Cudal

In 2021–2022, the Future Mobility Testing and Research Centre (FMTRC) conducted 26 new vehicle test programs and activities to test new safety technologies to support safety vehicles. Cudal site provides a simulated, open road to enable testing of safety assist systems such as autonomous braking, lane departure warnings and speed control functions. Programs include the ANCAP Safety Assist and Assisted Driving Highway Assist Systems test programs, supporting the NSW bus stopping distance and blind spot safety campaigns, mobile speed camera testing, and the Vehicle Safety Compliance Certification Scheme (VSCCS).



Testing of a vehicle's Autonomous Emergency Brake system while approaching behind a slower-moving vehicle target, at the Future Mobility Testing and Research Centre.

Used Car Safety Ratings (UCSR) guide

The 2022 ‘Used Car Safety Ratings’ guide released on 9 December 2022 provides a comprehensive picture of the safety of all different types of used light vehicles on the market. The guide covers 389 different makes and models of cars and gives safety ratings out of five stars. It also identifies ‘safer picks’, which are vehicles that give excellent protection to the driver, cause less serious injury to other road users and include crash avoidance technology. Used Car Safety Ratings are determined through the analysis of more than 9 million vehicles involved in police reported road crashes across Australia and New Zealand. The 2022 Used Car Safety Ratings can be downloaded from the Transport for NSW website here transport.nsw.gov.au/roadsafety/what-we-do/safe-system#Safe_vehicles or at safevehicles.com.au. Funding for VSRG work was also provided by State Insurance Regulatory Authority.



User Car Safety Ratings guide provides a comprehensive picture of the safety of the different types of used light vehicles on the market.

Motorcycle Protective Clothing Assessment Program (MotoCAP)

Transport for NSW is the chair of the working group administering the Motorcycle Clothing Assessment Program (MotoCAP). MotoCAP, the award-winning, world-first rating system for motorcycle clothing, provides information for riders, and encourages manufacturers to produce effective protective clothing.

In the 2021–2022 financial year MotoCAP assessed 150 items, comprising 29 pairs of pants, 63 jackets and 58 pairs of gloves. The MotoCAP website (motocap.com.au) had more than 39,600 users in 2021–2022, resulting in more than 380,000 page views. Transport for NSW contributed \$100,000 to the MotoCAP program in 2021–2022, as well as providing website maintenance and administrative support as the program lead. The State Insurance Regulatory Authority also contributed \$105,000 to the program.

In April 2022, ratings for motorcycle helmets produced by the Consumer Rating and Assessment of Safety Helmets (CRASH) program, also administered and led by Transport for NSW, were included on the MotoCAP website which now provides a single resource for consumers to access information about the performance of motorcycle protective gear.



A motorcycle helmet being tested.

Speed Adviser app

First released in February 2014, the Speed Adviser smartphone app provides free access to accurate speed zone information across the NSW road network, including active school zones. The application was updated to reflect changes in speed zones and school zones, some of which were affected by the floods. The app development team commenced work on exploring the feasibility of developing an Apple CarPlay and Android Auto version of Speed Adviser. This would enable speed warnings to be displayed on the dashboard of vehicles equipped with this mirroring technology. Work commenced to include alerts for mobile speed camera zones. As of 30 June 2022, there were over 60,000 downloads of the app, including over 11,000 between 2021–2022.



An image of the SpeedAdviser app.

Connected and Automated Vehicles

In 2019, Transport for NSW began a three-year automated vehicle research and development trial in collaboration with The University of Sydney's Australian Centre for Field Robotics. The trial aims to understand how connected and automated vehicles will interact with vulnerable road users, other vehicles and local infrastructure in the future.



Electrical vehicle retrofitted with automation.

Cooperative Intelligent Transport Initiative (CITI) project

The Cooperative Intelligent Transport Initiative (CITI) was established in 2012 as Australia's first long-term cooperative intelligent transport systems testbed to evaluate potential road safety benefits with connected vehicle technology. This system provides in-cab alerts to drivers about potential road safety hazards through the sharing of information between connected vehicles and roadside infrastructure. From 2023, the project will develop into a long term connected infrastructure testbed for safety applications including those who communicate by mobile data networks and low power internet networks.



A vehicle fitted with a Cooperative Intelligent Transport System (C-ITS).

Empowr Mobility Pilot

The pilot program, which was funded by Transport for NSW and run in partnership with Essential Energy (vehicle partner), provides young people with access to safer vehicles. The program provides participants with a 5-star ANCAP rated vehicles and a revolutionary app that encourages safer driving habits. The pilot was launched in May 2022 and ran for 9 months, with seven individual participants and two community organisations.



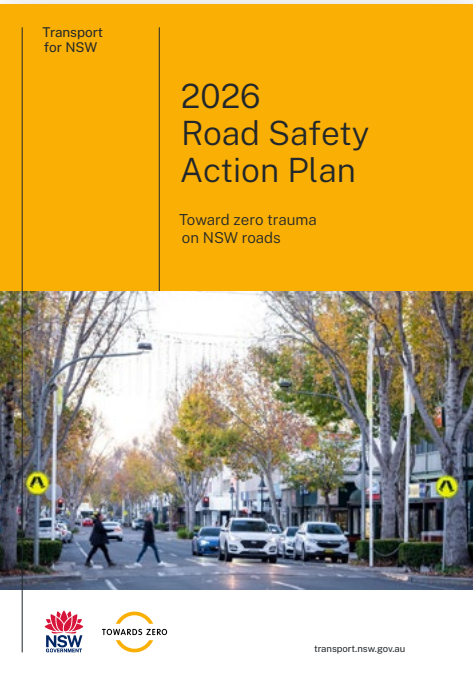
A 5-star ANCAP rated vehicle, provided to participants of the Empowr Mobility Pilot.

Building a safe future

During 2021–2022, Transport for NSW advanced work to help better plan, develop, design, operate and maintain the transport system with a view to eliminating future trauma. The following actions were undertaken to deliver this priority area.

2026 Road Safety Action Plan

Transport for NSW commenced implementation of the 2026 Road Safety Action Plan in April 2022. The plan sets out priority road safety actions for delivery across five years to 2026. Development and consultation for the new plan involved examining the latest national and international research and crash data, as well as consulting with road safety experts, key stakeholders and the NSW community to understand which road safety measures are important in local communities.



Pathways to Target Setting project

To inform the development of the new 2026 Road Safety Action Plan, Transport for NSW completed Australian-first in-depth road trauma modelling, applying validated methods used in other best-performing countries such as Sweden, to estimate NSW trauma levels in the future. This modelling was used to set a long-term vision for the NSW transport system to achieve zero road trauma, then identify what the system needs to look like in 2030 and the changes needed to get there. The modelling identified the impact of different combinations of road safety countermeasures on trauma reduction levels, and ultimately guided the inclusion of specific actions in the 2026 Road Safety Action Plan that will contribute toward achieving new trauma reduction targets. Other modelling options were developed to inform road safety infrastructure investment planning for the new Towards Zero Safer Roads Program, which is a key action of the 2026 Road Safety Action Plan.

Improving cyclist safety around light rail

Following an independent safety review of cyclist safety around light rail, Transport for NSW committed to carrying out a market sounding exercise seeking technology solutions to mitigate the risk of bicycle wheels falling in the rail groove. Two products were shortlisted to proceed to an in-ground trial in a controlled depot environment, which commenced in 2021. Both products suffered initial issues and manufacturers are currently reworking and improving their products to continue the trial.



Implementing safer road design

During 2021–2022 work continued to implement safer road designs for high-speed roads, supporting the integration of stronger road safety outcomes in implementation decisions across major projects. Work has included incorporating Safe System Assessments into the Great Western Highway Upgrade Program.

During 2021–2022 the Centre for Road Safety also continued to provide subject matter expertise in road safety across Transport for NSW to enhance road safety outcomes. This included road safety advice and support to major projects through crash data analytics and review of Safe System Assessments to advocate the safest design option.

A strong evidence base

NSW has one of the most comprehensive crash data and information assets in the world. The information available is published on Transport for NSW road safety website (transport.nsw.gov.au/roadsafety) as well as being shared with a range of stakeholders including local councils and the NSW Police Force

Road safety data

Road safety information draws on a range of sources including NSW Police Force crash reports, Transport for NSW licensing and infringements, vehicle registration, NSW Health hospital data and drug and alcohol test results, NSW Ambulance Services data, State Insurance Regulatory Authority Compulsory Third Party claims information, Lifetime Care and Support cases, vehicle safety features dataset, road conditions and AusRAP star rating outcomes. The State Insurance Regulatory Authority provided \$200,000 toward the Road Safety Data Linkage Program.

In 2021–2022 Transport for NSW continued to enhance Safe System data analytics and make information available to the public, delivery partners and other stakeholders. This includes investment in tools to enable greater automation of data updates for various dashboards and data sets.

In October 2022, Transport also delivered the new Registration and Licensing Statistics Portal. The platform provides rich interactive dashboards for key internal and external stakeholders covering information such as licensing, vehicle registrations and licence sanctions. This work also enabled customers to extract data in raw form via the Transport for NSW Open Data hub.

Risk Rating of NSW regional roads

Transport for NSW continued risk rating assessment of 19,000 kilometres of NSW regional roads using the Australian Road Assessment Program (AusRAP) methodology. The assessment is in its final stages of validation and can be released in 2023 for application in evidence-based decision making for the 19,000km regional road network. AusRAP represents a valuable tool to explain how roads can change from being safe to unsafe along their length. AusRAP also assists with identifying and prioritising road upgrades.

Vehicle Safety features data

The registered light vehicle specifications database contains information on the safety features fitted to vehicles. The database contains information for registered light vehicles with a compliance plate dates of 2000 and onwards which is updated annually. From this, trends on uptake of safety features can be derived to inform research and strategies to increase the safety of light vehicle fleet in NSW, for example levels of uptake of beneficial driver assistance systems like Autonomous Emergency brake systems, lane keep assist systems, and the uptake of 5 star ANCAP-rated vehicles. About 500,000 additional vehicle records are added every year.

Community Attitudes

Transport for NSW has a robust research program to support evidence based solutions to address road safety. High quality data and the delivery of high quality research and evaluation helps to understand and better respond to address road trauma. The research program uses quantitative and qualitative methodologies that includes attitudinal research examining the behaviours and attitudes of the NSW community. In 2021, an online study with NSW road users was conducted to provide the NSW community with an opportunity to provide input into the development of the NSW 2026 Road Safety Action Plan. Workshops and forums were also held across NSW with the NSW community, stakeholders and road safety experts to inform the plan's development.

Research and Evaluation

Transport for NSW provides access to road safety research with a dedicated internet page: www.transport.nsw.gov.au/roadsafety/what-we-do/research.

Research and evaluation funded by the Community Road Safety Fund during 2021–2022 included:

Outcome Evaluation of the Pedestrian Protection Program (PPP)

Transport for NSW conducted an outcome evaluation of the Pedestrian Protection Program (PPP), which aimed to improve pedestrian safety at two-phase signalised intersections. This was achieved by giving pedestrians a head start at the beginning of a signal phase, prior to vehicles being released. Approximately 560 signalised intersections were treated with infrastructure and software changes as well as upgrades to existing lanterns with red hold arrows.

The evaluation centred around determining whether the implementation of a PPP resulted in (1) reduced crash rates, (2) fewer opportunities for pedestrian-vehicle conflicts, (3) increased visibility of pedestrians whilst crossing and (4) was the PPP delivered as intended.

Control groups were used to evaluate the program by measuring the change in pedestrian crash rates at treated sites from a period before to a period after implementation of the treatment, adjusted for changes in crash rate over the same periods at suitably chosen controls. Results revealed that a PPP treatment resulted in a significant reduction of between 20 per cent to 38 per cent in overall pedestrian-involved crashes and an even larger reduction in fatal and serious injury, pedestrian-involved crashes (between 43 per cent to 47 per cent).

Given the program's success, it is currently being expanded to treat a larger number of signalised intersections across NSW to further improve pedestrian safety.

Evaluation into the effectiveness of Mandatory Alcohol Interlock Program (MAIP)

Transport for NSW, in partnership with the NSW Bureau of Crime Statistics and Research (BOCSAR), evaluated the impact of the Mandatory Alcohol Interlock Program (MAIP) on reducing repeat drink driving and improving road safety.

Results of the evaluation revealed strong causal evidence that the introduction of MAIP significantly reduced drink driving reoffending. Specifically, there was a significant 86 per cent reduction in drink driving reoffending during the interlock period for first-time high range PCA offenders who started the program. There was also a significant 43 per cent reduction in reoffending both 36 months and 60 months after court finalisation, when all offenders eligible for MAIP are considered.

Operational Review of the Mobile Phone Detection Camera (MPDC) Program

Transport for NSW conducted a review of the first year of operation of the Mobile Phone Detection Camera program. The purpose of the operational review was to gain early insights into the program to inform potential enhancements to program delivery. The review found that the MPDC program is in a strong position to deliver its intended outcomes. It is being effectively and efficiently managed by Transport for NSW and the contractor and has sophisticated management tools in place to deliver the program. The review also found that the program effectively and efficiently identifies illegal mobile phone use among drivers and riders and operates in a data secure environment that has strong protections for the privacy of individuals.

Community Road Safety Fund expenditure 2021–2022

The Community Road Safety Fund was established by legislation in 2012 and came into effect in 2013 and includes a combination of allocations from the Consolidated Fund and all camera detected speeding fines, red-light running fines and camera detected mobile phone fines. The total Community Road Safety Fund expenditure for the 2021–2022 financial year was \$439.0 million of which \$303.3 million came from camera revenue. The table below details the allocation of funding across the Road Safety Plan 2021.

		(\$ millions)
Automated Camera enforcement program		
	Red light speed cameras	9.8
	Mobile speed cameras	50.1
	Average speed cameras	6.6
	Fixed Speed Cameras	2.1
	Mobile phone detection cameras	7.6
	Automated enforcement support programs	1.4
	Total	77.6
Data and Analytics		
	Crash data coding and analytics	3.8
	Data & Analytics projects and support programs	3.0
	Total	6.8
Police Enforcement		
	Police Enforcement	20.0
	Police Enforcement support programs	1.4
	Total	21.4

	(\$ millions)
Road Safety Campaigns	
Drink Driving Campaign	1.9
Enforcement Campaign	3.7
Heavy Vehicle Safety Campaign	0.6
Driver Fatigue Campaign	1.2
Motorcycle Safety Campaign	1.5
Saving Lives on Country Roads Campaign	2.9
Speeding Campaign	4.6
Towards Zero Campaign	2.1
Pedestrian Safety Campaign	0.2
Cycling Safety Campaign	0.2
Campaign programs and research	2.4
Road Safety Partnerships and Engagement	3.3
Road Safety Campaigns support programs	2.6
Total	27.2
Road Safety Education (Early Childhood and Schools)	
Early Childhood	1.7
School Education	3.3
School education support programs	2.4
Total	7.4
Road Safety Education (Community)	
Drink Driving	0.7
Speed Behavioural	0.7
Mandatory Alcohol Interlock Program (MAIP) & Sober Driver Program	0.6
Other Road Safety Education (Community) behavioural programs and community engagement	3.0
Aboriginal Programs and Community Engagement	1.4
Towards Zero Communities Partnership	0.5
Community Road Safety Grants Program	0.5
Older Road Users	0.3
Seat belts and child car seat safety	0.5
Younger driver Graduated Licensing Scheme workshops	0.6
Heavy Vehicle Behavioural	0.4

	(\$ millions)
Safer Drivers Course	7.1
Driver Licensing Access Program	4.6
Local Government Road Safety Program	4.6
Motorcycle Safety Education	0.3
Online Learner Driver Resource development	1.0
Road Safety Education (Community) Support Programs	2.6
Total	29.4
Road Safety Infrastructure Programs	
Saving Lives on Country Roads	175.6
Liveable and Safe Urban Communities	44.2
Safety infrastructure development and support programs	10.2
Total	230.0
School Safety Initiatives	
School Crossing Supervisors	22.7
Facilities Around Schools	0.4
School Zone Flashing Lights	0.8
School Safety support programs	1.6
Total	25.5
Vehicle and equipment safety technology and testing	
Child Restraint Evaluation Program (CREP)	0.3
Australian New Car Assessment Program (ANCAP)	0.5
Motorcycle Protective Clothing Assessment Program (MotoCAP)	0.7
Vehicle and equipment safety technology testing	9.3
Safety technology testing support programs	0.8
Vehicle and equipment safety technology and testing support programs	2.1
Total	13.7
TOTAL	439.0

Note: As a result of COVID lockdowns and natural disasters across NSW during 2021–22, there was a significant impact to, and deferral of, road safety programs and subsequent reprofile of funding into future years. During 2021–22, stimulus funding from the federal government was provided for road safety projects, with the prioritised delivery of these projects throughout this financial year.



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