

School Bus Safety Community Advisory Committee

Recommendations Status – January 2017

RECOMMENDATION	STATUS
Bus Design and Usage	
<p>1 That TfNSW amends the Rural and Regional School Bus Contracts to require:</p> <p>1.1 All new and replacement buses that are to be used on Rural and Regional school bus routes on non-urban roads to fully comply, as a minimum, with ADR 68 (<i>Occupant Protection in Buses</i>); and</p> <p>1.2 All new buses that are to be used on regular route passenger services in urban areas to conform, as a minimum, with the compartmentalisation intent of ADR 66 (Seat Strength, Seat Anchorage Strength and Padding in Omnibuses); or, for replacement buses (i.e. bought on the second hand market) to be used in the same urban areas, at minimum to comply with ADR 59 (<i>Standards for Omnibus Rollover Strength</i>).</p>	<p>Completed</p> <p>10 year Bus Replacement Criteria and Treatment Plan based on bus age for Rural & Regional School Bus Service Contract A buses.</p>
<p>2 That TfNSW regularly monitors new and emerging vehicle safety technologies and, where safety benefits are clearly achievable, stipulates use of these technologies, or at least encourages their introduction, through amendments to Rural and Regional Bus Contracts.</p>	<p>Completed</p> <p>Centre for Road Safety invited to be permanent member of TfNSW's Bus Procurement Panel.</p>
<p>3 That all buses used to transport school students on Rural and Regional roads in NSW, including transport for curricular and extra-curricular activities, meet the same minimum design standards as those stipulated under TfNSW Bus Contracts, including minimum ADR requirements and fleet age restrictions.</p> <p>3.1 That this requirement be mandated through regulation; and</p> <p>3.2 That, in the interim, the Department of Education and Communities, the Catholic Education Commission and the Association of Independent Schools of NSW examine mechanisms to encourage schools within their sectors to ensure such minimum standards are reflected in their bus hiring or procurement policies.</p>	<p>3.1 Not Supported</p> <p>3.2 Completed</p>
<p>4 That TfNSW conducts trials of improved school bus warning lights, markings and school bus zone warning signage for the purpose of maximising bus visibility, given that in country areas the bus 'becomes' the bus stop.</p>	<p>Completed</p> <p>Revised technical specifications have been developed to increase the size and contrast of regulatory signage on the back of school buses as well as the minimum illumination (candela) requirement for wig-wag lights in line with relevant Australian Standards and</p>

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	National Heavy Vehicle law.
<p>5 That, based on the outcomes of trials under Recommendation 4;</p> <p>5.1 The NSW Minister for Transport submits to the National Standing Council on Transport and Infrastructure recommendations for improving national standards for bus warning lights, markings and school bus zone warning signage; and</p> <p>5.2 TfNSW implements appropriate improvements to bus warning lights, markings and school bus zone warning signage at a local level pending the reform of the national standards.</p>	<p>5.1 Completed</p> <p>Increasing the size and contrast of regulatory signage as well as the minimum illumination requirement for wig-wag lights as proposed in the revised technical specifications brings NSW in line with relevant Australian Standards and National Heavy Vehicle law. An update on the progress of these technical specifications is provided in Recommendation 4 above.</p> <p>5.2 In progress</p> <p>The improvements to the school bus warning system will be implemented once the revised technical specifications are approved. Once new technical specifications are agreed, TfNSW has committed to industry to raise at the national level to seek national consistency.</p>
6 That TfNSW includes in Rural and Regional Bus Contracts a requirement to fit and maintain CCTV in all new and replacement buses.	Not supported
7 That TfNSW amends the Rural and Regional Bus Contracts to prohibit standing or sitting in the aisle of a bus where buses are required to travel on unsealed roads or on roads with a speed limit of 80km/h or more that are outside urban areas, to be implemented no later than day 1 of term 3 of the 2013 school year.	<p>Completed</p> <p>Standing is now prohibited on all seat belted buses</p>
8 That TfNSW implements a phased program to provide ADR 68 compliant buses fitted with lap/sash seat belts for all Rural and Regional school student bus travel operating outside lower speed urban environments as soon as possible, and to be completed within 10 years.	<p>Completed</p> <p>Seatbelts will be installed and standing to be phased out in all Rural & Regional School Bus Service Contract A buses.</p> <p>Approximately 1,700 buses to be seat belted under the Program.</p> <p>The roll out is progressing well and as at 31 January 2017, 456 buses have been fitted with seatbelts.</p>

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<p>9 That the implementation program for the installation of seat belts be based on the following risk priorities:</p> <p>9.1 Allocation of seat belt-fitted buses to school bus routes using unsealed roads, and any routes zoned at speed limits that are 80km/h and above; and</p> <p>9.2 Replacement of buses based on age, with older buses phased out first.</p>	<p>Completed</p> <p>10 year Bus Replacement Criteria and Treatment Plan based on bus age.</p>
<p>10 That, for buses that are already compliant with ADR 68 seat anchorage standards, TfNSW determines, in consultation with bus operators, whether it is more cost-effective to retrofit seats and lap/sash seat belts, than to replace an individual bus.</p>	<p>Completed</p> <p>No retrofitting to be undertaken except in exceptional circumstances.</p> <p>There is a review currently underway that is reconsidering this decision.</p>
<p>11 That TfNSW develops guidelines under the Rural and Regional Bus Contracts for bus operators providing pragmatic approaches to the maintenance and repair of damaged seat belts on a school bus.</p>	<p>Completed</p> <p>Incorporated into Recommendation 12 Guidelines.</p>
<p>12 That TfNSW develops guidelines with BusNSW under the Rural and Regional Bus Contracts setting out bus operator responsibilities to encourage students to wear seat belts, for instance by providing appropriate signage and audio announcements. Such guidelines should make it clear that drivers must not be distracted from their key task of driving safely, and so are not, nor should be, responsible for enforcing compliance.</p>	<p>Completed</p>
<p>13 That TfNSW revises the NSW School Student Code of Conduct in consultation with parent and carer groups and BusNSW in light of the recommendations of this report, including clarifying the rights and obligations of school bus travel stakeholders.</p>	<p>Completed</p> <p>Code of Conduct circulated to key stakeholders and contract holders.</p>
<p>14 That TfNSW, in conjunction with parent and carer groups and BusNSW, develops appropriate protocols setting out responsibilities and processes for booster seat use, storage, loss/damage etc.</p>	<p>Completed</p> <p>Incorporated into Recommendation 12 Guidelines.</p>
<p>15 That all bus operators providing services for school student travel be required to meet the same minimum standards for the prohibition of standing on bus routes, and the use of buses fitted with lap/sash seat belts as those recommended by this Committee for TfNSW School Bus Contracts.</p> <p>15.1 That this requirement be mandated through regulation; and</p> <p>15.2 That, in the interim, the Department of Education and Communities, the Catholic Education Commission and the Association of Independent Schools of NSW examine</p>	<p>15.1 Not Supported</p> <p>15.2 Completed</p>

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mechanisms to encourage schools within their sectors to ensure such minimum standards are reflected in their bus hiring or procurement policies.	
Road Infrastructure	
16 That TfNSW works in collaboration with contractors, bus operators and Local Councils to expand the existing NSW school bus route classification process to include non-RMS routes and to facilitate risk-based allocation of resources to improve bus safety on those routes.	Completed
17 That TfNSW and RMS review relevant regulations and guidelines with a view to recommending to Government amendments that mandate school bus safety become a standing item on Local Traffic Committee agendas, and local bus operators be invited and actively encouraged to participate in these Committees.	Completed Incorporated into Recommendation 12 Guidelines.
18 That TfNSW and RMS develop a standard Methodology for fixed Rural Bus Stop Location/Design, with reference to existing 'best practice' examples, for use by Local Councils.	In progress The Austroads Guide to Road Design: Part 3 was re-issued in 2016 with an updated section on urban and rural bus stops (Section 4.12), which includes guidance on formalised School Bus Stops. This guide is adopted for use in NSW. Safety advice was distributed by the Centre for Road Safety in January 2017 to bus operators and other key stakeholders for selecting or reviewing locations for informal bus stops. This followed from a fatal crash involving a school aged pedestrian in 2016 and relates to recommendations in a subsequent OTSI report. The need for further guidance on formal bus stops is currently being considered, following from the issuing of these two documents.

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19 That TfNSW reviews the Regulations that set speed limits around school buses when school bus warning lights are flashing, to more appropriately define the distance behind and in front of the bus to which the speed limit applies, and to make the speed limit applicable in both directions when used on single lane roads.	Completed Incorporated into Recommendation 4.
20 That Local Traffic Committees, with assistance from RMS and NSW Police ensure that NSW Speed Zoning Guidelines have been correctly applied to school bus routes.	Not Supported This is outside the powers and skill base of the Local Traffic Committee. RMS staff are required to undertake speed zone reviews of all school bus routes.
21 That bus operators, Local Councils, local police and other stakeholders (e.g. trucking companies) develop and implement risk prevention strategies to minimise the impact of heavy vehicle traffic on Rural and Regional school bus routes during school commuting times.	Completed Incorporated into Recommendation 12 Guidelines.
22 That TfNSW and RMS explore options in consultation with stakeholders to improve student safety around School Bus Exchange points and multiple bus loading areas.	Completed Incorporated into Recommendation 12 Guidelines.
23 That TfNSW, RMS and the Department of Education and Communities develop guidelines for Local Councils to use when considering the design of new school developments.	Completed
24 That TfNSW examines the feasibility of extending the NSW Country Passenger Transport Infrastructure Grants Scheme (CPTIGS) funding to support upgrading of rural school bus stops in NSW.	Not Supported
Service Delivery	
25 That TfNSW provides resources for a joint TfNSW/BusNSW Bus Operator Accreditation Scheme (BOAS) and Safety Management System (SMS) training and education program (including web-based training) aimed at improving operators' risk management practices. This should include funding to assist smaller bus operators provide 'on-road' training for bus drivers.	Completed
26 That TfNSW recognises Rural and Regional risk in its auditing of bus operators under the BOAS scheme.	Completed
27 That all bus operators providing services to schools be required to meet the same minimum standards for operator and driver requirements as those required under TfNSW Rural and Regional Bus Contracts, such as the Bus Operator Accreditation Scheme (BOAS) requirements, and Driver Authorities. This would apply to 'commercial' bus services procured by schools, but not (for example) where single buses are purchased and used by schools	27.1 Not Supported 27.2 Completed

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<p>for student transport purposes.</p> <p>27.1 That this requirement be mandated through regulation; and</p> <p>27.2 That, in the interim, the Department of Education and Communities, the Catholic Education Commission and the Association of Independent Schools of NSW examine mechanisms to encourage schools within their sectors to ensure such minimum standards are reflected in their bus hiring or procurement policies.</p>	
<p>28 That TfNSW consults with BusNSW and other key stakeholders to develop and provide guidance material for bus drivers in key risk aspects including around-bus protocols, management of students and handling of emergency situations in rural areas.</p>	<p>Completed</p>
<p>29 That RMS works in consultation with key stakeholders to improve bus incident information capture mechanisms to enable effective root cause analysis and evaluation of risk control strategies.</p>	<p>Completed</p>
<p>Stakeholder Education and Awareness</p>	
<p>30 That TfNSW develops standard Guidelines for School Bus Safety Stakeholder Liaison at the local level defining roles and responsibilities of key parties in regard to creating and maintaining a safe school bus travel environment.</p>	<p>Completed</p>
<p>31 That TfNSW, in collaboration with RMS and other key stakeholders, develops and implements a Stakeholder Education and Awareness Program in relation to the upgrading of bus warning lights and signage, focusing on 'other driver' behaviour in school bus zones. This should include a targeted media campaign in relation to speeding around school buses and rural bus stops.</p>	<p>Completed</p> <ul style="list-style-type: none"> ▪ The first annual Bus Safety Week was implemented in Nov 2015 as part of a broader Be Bus Aware campaign to improve broader community awareness and education about bus safety. ▪ A series of animations were developed showing safe behaviours when travelling on and around buses including bus warning lights and signage. ▪ A bus safety video for school students in years five and six was developed including messages that complement the NSW school road safety curriculum. Both are available on the Safety Town website with links on the TfNSW

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	intranet site.
32 That TfNSW and RMS develop and implement, in conjunction with the Department of Education and Communities, the Catholic Education Commission of NSW and Association of Independent Schools of NSW, a targeted education program for students, parents and carers, focusing on the need to wear seat belts on Rural and Regional routes.	Completed Safety around schools document finalised by CRS.
33 That TfNSW designs and implements a communication strategy to identify, share and promote good school bus safety practice.	Completed
Implementation	
34 That all recommendations, if accepted by Government, be implemented in close consultation with the bus industry, parent and carer associations, Local Government, education bodies, and other key stakeholders where applicable.	Completed Consultation is being undertaken with stakeholders in implementing the recommendations. Nil cost involved in implementing this recommendation.
35 That TfNSW monitors progress towards implementation of the Committee's Recommendations and reports on a regular basis via the Department's website, and through a publicly available annual report to the Ministers for Transport and for Roads and Ports.	Completed Updates published quarterly and loaded on TfNSW website.