TOWARDS ZERO

Road Safety Plan development

May 2017
EACH YEAR ON NSW ROADS

350 people die*

12,400 are seriously injured**

* Average 2014-2016
** Average 2013-2104 - 12,400 includes those matched to NSW Police reports and unmatched serious injuries
EVERY 41 MINUTES SOMEONE IS KILLED OR HOSPITALISED*

The estimated cost to the community of all road casualties in NSW is around $7.7 billion – hospitalisations account for $3.5 billion**

* As a result of a road or road related crash
** 2015 using the Willingness to Pay methodology
**METRO VS COUNTRY ROADS**

- **Fatalities**
  - Metro Roads: 235 people (67%)
  - Country Roads: 115 people (33%)

- **Matched serious Injury**
  - Metro Roads: 4,200 people (63%)
  - Country Roads: 2,500 people (37%)

**Notes:***
- Metro Roads = Sydney, Newcastle and Wollongong metropolitan areas
- Country Roads = rest of the state

Fatalities - average 2014-2016
Matched serious Injuries - average 2013-2015
TRAUMA COMES IN ALL FORMS

FATALITIES

<table>
<thead>
<tr>
<th>Mode</th>
<th>Metro Roads</th>
<th>Country Roads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>58</td>
<td>43</td>
</tr>
<tr>
<td></td>
<td></td>
<td>15</td>
</tr>
<tr>
<td>On Bicycles</td>
<td>8</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>In Cars</td>
<td>164</td>
<td>36</td>
</tr>
<tr>
<td></td>
<td></td>
<td>128</td>
</tr>
<tr>
<td>On Motorbikes</td>
<td>64</td>
<td>22</td>
</tr>
<tr>
<td></td>
<td></td>
<td>42</td>
</tr>
</tbody>
</table>

INCLUDING

<table>
<thead>
<tr>
<th>Involving</th>
<th>Metro Roads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heavy Trucks</td>
<td>56</td>
</tr>
<tr>
<td></td>
<td>19</td>
</tr>
<tr>
<td>Light Trucks</td>
<td>67</td>
</tr>
<tr>
<td></td>
<td>16</td>
</tr>
</tbody>
</table>

Fatalities - average 2014-2016
TRAUMA COMES IN ALL FORMS

MATCHED SERIOUS INJURIES

<table>
<thead>
<tr>
<th>Activity</th>
<th>Metro Roads</th>
<th>Country Roads</th>
</tr>
</thead>
<tbody>
<tr>
<td>WALKING</td>
<td>720</td>
<td>603</td>
</tr>
<tr>
<td></td>
<td></td>
<td>117</td>
</tr>
<tr>
<td>ON BICYCLES</td>
<td>346</td>
<td>264</td>
</tr>
<tr>
<td></td>
<td></td>
<td>82</td>
</tr>
<tr>
<td>IN CARS</td>
<td>3,711</td>
<td>2,287</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1,424</td>
</tr>
<tr>
<td>ON MOTORBIKES</td>
<td>1,249</td>
<td>757</td>
</tr>
<tr>
<td></td>
<td></td>
<td>492</td>
</tr>
<tr>
<td>INVOLVING HEAVY TRUCKS</td>
<td>401</td>
<td>220</td>
</tr>
<tr>
<td></td>
<td></td>
<td>181</td>
</tr>
<tr>
<td>INVOLVING 'LIGHT TRUCKS'</td>
<td>1,115</td>
<td>634</td>
</tr>
<tr>
<td></td>
<td></td>
<td>481</td>
</tr>
</tbody>
</table>

Matched serious Injuries - average 2013-2015
NSW FATALITY RATE HAS MOVED CLOSER TO BEST PERFORMING COUNTRIES

FATALITIES PER 100,000 POPULATION, 2015

- NSW
- Sweden
- United Kingdom
- Netherlands

1985: 19.5
1995: 9.7, 10.1, 6.5, 6.4
2005: 4.9, 5.5, 4.6
2015: 2.8, 2.9, 3.4
The best performing countries set ambitious targets:

167

Lives would have been saved in 2016 if we had Sweden or the UK’s fatality rate.
FUTURE TRANSPORT

Our future aspirational goal

Road Toll = Towards Zero

Our first target

30% fatalities ↓ 2021

New Road Safety Plan 2021
SAFE SYSTEMS APPROACH

By improving the safety of all parts of the system if one part fails, the other parts will protect people from being killed or seriously injured.

Towards Zero death and serious injury through a safe system
ZEROING IN ON THE BIGGEST PROBLEMS

Our bodies are vulnerable in crashes

- Some roads pose greater risks
- Some people take more risks
- Some people are more vulnerable
- Some vehicles lack safety features
SAFE SPEEDS

The speed of a crash will determine if it is survivable because the human body can only take limited forces.

- **Pedestrian**: 30 km/h
- **Side impact with tree**: 30 km/h
- **Side impact with vehicle**: 50 km/h
- **Head on**: 70 km/h
HIGH SPEED RURAL ROADS*

- 54% of road toll – 179 lives
- 23% of matched serious injuries

Common crashes are run off road or head-on

3 year average: 2013-2015

* Roads 80k/hr or more outside Sydney, Newcastle and Wollongong metro areas
18% of matched serious injuries
1,227 matched serious injuries
Common crashes involve pedestrians, rear-end impacts or vehicles turning right

INTERSECTIONS IN 60/70 KM/HR ZONES

NEIGHBOURHOOD STREETS*

13% of the road toll – 43 lives
27% (1,790) matched serious injuries
Pedestrian and pedal cyclist fatalities and serious injuries

* Unclassified roads with speed limit 50K/hr or lower

3 year average: 2013-2015
SOME PEOPLE TAKE MORE RISKS

SPEEDING
- 42% of road toll – 138 lives
- 23% of matched serious injuries

DRINK DRIVING
- 15% of road toll – 49 lives
- Skewed to country NSW - 37 country and 12 metro

DRUG DRIVING*
- 18% of road toll – 59 lives

3 year average: 2013-2015  * Illicit drugs = Cannabis, speed, ice and/or Ecstacy
TIRED DRIVERS
- 17% of road toll – 57 lives
- 12% of matched serious injuries

DISTRACTION
- Limited crash data – but clear risks
- **Majority** of mobile phone offenders are male

3 year average: 2013-2015
SOME PEOPLE ARE MORE VULNERABLE

YOUNG DRIVERS*
Involved in
- 26% of fatal crashes
- 1,643 matched serious injury crashes

OLDER DRIVERS**
Involved in
- 22% of fatal crashes
- 983 matched serious injury crashes

3 year average: 2013-2015  * Drivers aged under 25 years  ** Drivers over 65 years
SOME PEOPLE ARE MORE VULNERABLE

PEDESTRIANS
- 15% of road toll – 49 lives
- 11% of matched serious injuries

MOTORCYCLISTS
- 20% of road toll – 66 lives

BICYCLISTS
- 5% of matched serious injuries – plus 1,701 unmatched

* 3 year average: 2013-2015
SOME VEHICLES POSE GREATER RISKS

AGE OF CARS INVOLVED IN CRASHES

At the end of 2015 34% of NSW light vehicles rated ⭐⭐⭐⭐⭐

Age of car and occupant casualties

<table>
<thead>
<tr>
<th>Injury Type</th>
<th>0 to 4</th>
<th>15 or older</th>
</tr>
</thead>
<tbody>
<tr>
<td>Killed</td>
<td>13%</td>
<td>38%</td>
</tr>
<tr>
<td>Serious Injury</td>
<td>18%</td>
<td>29%</td>
</tr>
<tr>
<td>Moderate Injury</td>
<td>21%</td>
<td>25%</td>
</tr>
<tr>
<td>Minor/Other Injury</td>
<td>26%</td>
<td>20%</td>
</tr>
</tbody>
</table>

* 3 year average: 2013-2015, matched serious injuries
SHARING WHAT’S BEEN PROVEN TO SAVE LIVES
SAFER COUNTRY ROADS AND ROADSIDES

- Flexible safety barriers
- Road edges that produce noise
- Safer speeds and high risk curves treatment
- Speed cameras
LIVEABLE URBAN STREETS AND SAFE MOVEMENT CORRIDORS

- Treatments for local streets and lively precincts
- Bicycle paths and separated lanes
- Responsive and safe crossing intersections
- Speed and red light speed cameras
- Roundabouts
INFORMED AND MOTIVATED ROAD USERS

- High levels of Police enforcement
- Alcohol limits to address drink driving
- Drink/drug driving penalties, interventions, education
- Heavy vehicle industry – driving hours, speeding, stimulant use
- Workplace/ commercial driving road safety policies
INFORMED AND MOTIVATED ROAD USERS

- Support for young drivers
- Motorcyclists protective clothing
- Awareness of licensing options and health conditions as we age
- Self regulation and alternative transport as we age
- Public advertising
- Road safety in the classroom

Towards Zero death and serious injury through a safe system

on the move
Secondary School Road Safety Education

TOWARDS ZERO
NSW GOVERNMENT
PROVEN AND PROMISING VEHICLE TECHNOLOGY

- In-vehicle speed alerts
- Lane keep assist (LKA)
- Auto emergency braking (AEB)
- Fatigue detectors and in-vehicle distraction reduction
- Blind spot monitoring (BSM), and underrun barriers
- Connected and automated vehicles
- Alcohol interlocks
CONSULTATION PLAN

- 8 community forums across the state
- Online survey and forum
- TowardsZero@transport.nsw.gov.au

Note: throughout this presentation:

A fatality refers to a person who dies within 30 days of a road traffic crash from injuries received in that crash. Fatality data covers the five year period from 2012 to 2016, where the 2016 data are preliminary and are subject to change.

A serious injury refers to a person who has been admitted to hospital as a result of injuries received in a road traffic crash but does not die from these injuries within 30 days of the crash. For the purposes of this presentation, serious injuries refer to those that are matched to persons detailed in a Police crash report. Serious injury data covers the four year period from 2012 to 2015.