



# NSW Road Safety Progress Report 2018



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# Ministers' message



Safety on NSW roads is a key priority for the NSW Government. 2018 experienced the fourth lowest road toll since 1925 and the second lowest fatality rate since 1908 (when records started).

In 2018, the NSW Government committed to invest a record \$1.9 billion in road safety over five years<sup>1</sup>, including an additional \$600 million to support delivery of the Road Safety Plan 2021 which we released in February 2018.

With implementation of the Road Safety Plan 2021 well underway, this report provides a summary of the key reforms and actions to improve safety in NSW during 2018.<sup>2</sup>

During 2018 we delivered ground breaking legislation enabling the use of camera technology to detect illegal mobile phone use while driving. Following successful testing of world-first technology, the NSW Government launched a three month pilot of the cameras (from January 2019) in two locations in Sydney.

We also led the development of a world-first rating system for motorcycle clothing – MotoCAP – which helps motorcycle riders choose the safest clothing.

To support road safety in country areas we commenced the roll out of round one of the Saving Lives on Country Roads infrastructure initiative, announcing an additional 97 projects with an investment of around \$50 million.

We reformed drink and drug driving laws, including expanding roadside drug testing to detect cocaine (an Australian first), extended the requirement for mandatory alcohol interlocks to mid-range drink drive offenders, and introduced roadside vehicle sanctions for repeat, high risk drink driving offenders.

To support liveable and safe urban communities 99 projects were completed under the *pedestrian protection at signalised intersection* program, where traffic signals were upgraded to protect pedestrians from turning vehicles, by giving pedestrians more time to cross before traffic starts turning. To provide greater protection to vulnerable road users, we changed the rules to allow children under 16 years old to ride a bicycle on a footpath (increasing from under 12 years).

We also commenced a trial of ground breaking technology to investigate the safety benefits of vehicle telematics such as speed, acceleration, braking and turning (the largest telematics research study in Australia).

To drive improvements in vehicle safety the NSW Government fleet policy was revised to include key vehicle safety technologies such as electronic stability control (ESC) and autonomous emergency braking (AEB), which will have a flow on benefit in the used car market.

These reforms are crucial to help drive down the road toll, however road safety continues to be everyone's responsibility, and we continued to support and encourage each person to do their part by using the roads responsibly.

While the reduction in the road toll in 2018 meant 35 lives were saved compared to the previous year, it is important to acknowledge that more than 350 lives were still tragically lost on NSW roads. That is why road safety will continue to be one of the NSW Government's highest priorities in 2019 and beyond.

**The Honourable Andrew Constance MP**  
**Minister for Transport and Roads**

**The Honourable Paul Toole MP**  
**Minister for Regional Transport and Roads**

**June 2019**

<sup>1</sup> From 2018-19 financial year.

<sup>2</sup> Expenditure is for 2017-18 financial year.

# Introduction

The NSW Government is committed to improving road safety in NSW, and released the Road Safety Plan 2021 (the Plan) in February 2018 to help work towards the State Priority target of a 30 per cent reduction in road fatalities by 2021.<sup>3</sup> The Plan will also assist in working towards the longer term aspirational vision of zero trauma by 2056, as set out in Future Transport 2056.

The Plan features targeted and proven initiatives to address key trends, trauma risks and the type of crashes occurring on NSW roads. Six priority areas have been identified:

- **Saving lives on country roads** – in acknowledgement that reducing fatalities on country roads is one of our biggest challenges, with a fatality rate four times that of metropolitan roads.
- **Liveable and safe urban communities** – to meet the challenge of keeping our urban places liveable and safe as more people use them.
- **Using the roads safely** – reflecting that our community expects everyone to take responsibility for sharing the roads safely with others.
- **Building a safer community culture** – to bring people with a passion and commitment for road safety together and support them to take action to improve road safety from the grassroots up.
- **New and proven vehicle technology** – because the design of your vehicle makes a huge difference to your safety in a crash, and vehicle safety technologies are becoming more widely available and will help prevent crashes.
- **Building a safe future** – to make sure new and upgraded roads are safe by designing in the latest proven safety features.



<sup>3</sup> Baseline 2008-10 average.  
<sup>4</sup> From 2018-19 financial year.

The NSW Government is investing a record \$1.9 billion over five years in road safety initiatives across the state.<sup>4</sup> This includes \$600 million in additional funding announced in the 2018-19 NSW Budget. Aligned with the Plan, the funding priorities include:

- \$640 million to save lives on country roads through targeted infrastructure safety investment for high risk curves, and reducing head-on and run-off road crashes through the installation of safety barriers and audio tactile line markings.
- \$250 million for enhanced enforcement, including additional on-road police enforcement in regional areas, which comprises 50 additional highway patrol officers; training and equipment for up to 1,000 general duties officers in speed enforcement; roadside alcohol testing; a doubling of mobile drug testing to 200,000 tests by 2020; and the expansion of the Heavy Vehicle Average Speed Camera Program, including in metropolitan areas.
- \$180 million to increase liveability and safety in urban communities through infrastructure safety upgrades for pedestrians and cyclists, and specifically addressing serious injuries crashes in urban areas.

In 2018, a range of historic road safety reforms under the Plan were delivered including:

- Leading the way with world-first legislation and safety technologies, including enabling the use of camera technology to detect illegal mobile phone use.
- Launch of the world-first rating system for motorcycle clothing – MotoCAP.
- Commencing the Saving Lives on Country Roads route based mass action infrastructure program. As part of round one, an additional 97 projects were announced on 5 September 2018, with an investment of around \$50 million.
- Reforms to our impaired driving laws to ensure they reflect community expectations, including new laws to include roadside testing for cocaine – an Australian first.

- A commitment to double mobile drug testing to 200,000 tests per year by 2020, with almost 97,500 mobile drug tests conducted in 2017-18.
- Updating the NSW Government fleet policy to ensure we lead the way by purchasing vehicles with key safety technologies, which will have a flow-on effect in the used car market.
- Trialling ground breaking technology to investigate the safety impacts of vehicle telematics (the largest telematics research study in Australia), involving drivers aged 17-24 years from Western Sydney and regional NSW.
- Protecting vulnerable road users by allowing children aged under 16 years to ride a bicycle on a footpath (increasing from under 12 years).
- Launched *Road Safety and Your Work - A Guide for Employers* to help organisations build a safer community culture for safe work-related travel.
- *Saving lives on country roads* public education campaign, the first ever to focus solely on regional fatalities.
- Road safety infrastructure was upgraded across NSW, with \$68 million invested in the Safer Roads Program to deliver 156 projects during 2017-18. These included projects to reduce run-off road and head-on crashes, address high-risk roads and improve local government roads.
- Traffic signals were upgraded to protect pedestrians from turning vehicles, by giving pedestrians more time to cross before traffic starts turning, at more than 414 sites across NSW (as at 30 June 2018).
- Completion of a \$10 million pedestrian infrastructure improvement program around schools in August 2018. This included the installation of additional school zone flashing lights at 504 schools, and pedestrian safety measures around schools, including raised zebra crossings and pedestrian refuges, with 140 additional measures installed.
- Continued delivery of the Driver Licensing Access Program, which assists Aboriginal people and disadvantaged people to obtain and retain their driver licence. In 2017-18 this resulted in 817 learner licences and 534 provisional licences being achieved across more than 50 communities.
- Continued support for the Safer Drivers Course (SDC)<sup>5</sup> with over 110,000 participants progressing to their provisional licence since it began in 2013, including more than 24,600 learners completing the SDC and progressing to their P1 licence between January and November 2018.

Other key achievements in 2018 included:

- Continued high visibility police enforcement to support safe road use, with Police deployed across the state network providing a highly visible police presence, slowing drivers down and enforcing NSW road rules.
- Public education campaigns highlighting road rules, their importance for safety and that they are enforced.
- Continuation of the Community Road Safety Grants program to support local community groups across NSW in grass roots safety initiatives, with 39 road safety projects receiving grants ranging from \$5,000 to \$30,000 in 2017-18.
- Continuing to ensure every child in NSW develops an understanding of how to use the roads safely as they grow through mandatory curriculum based road safety education. NSW classroom resources and support are provided to teachers in all NSW schools and early childhood services were provided through the \$5 million Road Safety Education Program.

This Report outlines the road safety outcomes and actions delivered in NSW in 2018.<sup>6</sup> These initiatives were funded through the Community Road Safety Fund, which was established in legislation in September 2012 directing all speed camera detected and red light running fines back into road safety initiatives.

<sup>5</sup> By the end of November 2018 since course began in July 2013.

<sup>6</sup> Financial information is for 2017-18 financial year. Where programs are reported by financial year outcomes are reported for 2017-18 financial year also.

# Road safety outcomes in 2018

In NSW, we have adopted the Safe System approach to work toward achieving the ultimate goal of zero deaths and serious injuries on NSW roads. This approach is underpinned by these principles:

- People are human and sometimes make mistakes – a simple mistake shouldn't cost anyone their life.
- Roads, 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 – everyone needs to make safe decisions on and around the road to prioritise safety.

By taking this approach, we achieved the following fatality free achievements in 2018:

- 23 of the 130 (18 per cent) local government areas were fatality free.
- Over 560,000 people lived in fatality free LGAs (7 per cent of NSW population and 15 per cent of the State by area).
- M1 Princes Motorway<sup>7</sup>, Hunter Expressway and Eastern Distributor as well as Snowy Mountains, Riverina, Cumberland, Illawarra and Golden Highways have been fatality free.

Since the late 1970's NSW has had great success in reducing the road toll. However, a number of factors place upward pressure on road trauma, which is why we need to be continually improving our approach to road safety. These upward pressures arise from factors, such as:

- Increasing population, resulting in more travel and people on the road. Since 2012, the NSW population has grown by 9.4 per cent. The population growth has contributed to an increase in motor vehicle kilometres travelled, which have increased by 8.4 per cent from 2012 to 2016. It also contributes to strong growth in motor vehicle registrations, which increased by 15 per cent between June 2012 and June 2017.

- Increased economic activity with, for example, Sydney contributing almost half (42 per cent) of Australia's GDP growth in 2016-17<sup>8</sup>, which also results in more travel and therefore exposure to risk.
- Increased freight task as result of strong economic activity, resulting in more heavy truck movements. For example, in 2016 over 480 million tonnes of freight needed to be moved in NSW. This is forecast to increase by 28 per cent to 618 million tonnes by 2036. About 80 per cent of the Greater Sydney freight task is undertaken by road.
- Population ageing, which results in increasing numbers of road users who are over 80 years old who are at increased risk of injury compared to younger age groups.
- Increased travel due to changes such as more short distance trips for deliveries as a result of increased e-commerce, and more interaction between vehicles and vulnerable road users using new forms of motorised travel such as electric bicycles.

The road toll is also influenced significantly by the way people drive/ride and behave that increases their risk of a crash. For example, during 2018:

- Illicit drugs were present in 18 per cent of fatalities (49 lives for January to September 2018, down from 52 for the same period in 2017).
- Alcohol was a factor in at least 16 per cent of fatalities (56 lives in 2018, up 1 from 2017) and 7 per cent of serious injuries (364 serious injuries in 2017-18p, down 49 from 2016-17).
- Speeding was a factor in 39 per cent of fatalities (138 lives in 2018, down 29 from 2017) and 23 per cent of serious injuries (1252 serious injuries in 2017-18p, down 228 from 2016-17).

The Safe System approach shows that driving on roads with appropriate safety features as well as in the safest vehicle, reduces crashes and crash outcomes. However, at the start of 2018, only 42 per cent of all light vehicles registered in NSW that were manufactured after 2000<sup>9</sup> had a five-star ANCAP rating. In metropolitan areas, 45 per cent of light vehicles registered have a five-star rating, compared

<sup>7</sup> Formerly F6/Southern Freeway (sections between Waterfall and Bulli Heights and between North Wollongong and Yallah).

<sup>8</sup> Source: SGS Economics and Planning (2017) Economic Performance of Australia's Cities and Regions – [press release](#).

<sup>9</sup> With 89 per cent of light vehicles registered have a compliance plate of 2000 or later.

to 37 per cent in regional areas. In addition, 17 per cent of vehicles registered were light commercial vehicles (up slightly from 16 per cent in 2015 and 2016), which generally have a lower safety rating.

As a result of these pressures, the NSW road toll increased in three consecutive years to 2017. This trend was halted in 2018, which has seen a welcome reduction in fatalities, with 354 fatalities<sup>10</sup> – the lowest since 2015.

## An examination of road fatalities in 2018

As at 1 January 2019, the provisional road toll for 2018 was 354, a nine per cent decrease compared to 2017 when there were 389 fatalities. The 2018 result equates to 4.43 fatalities per 100,000 population, the second lowest fatality rate since records began in 1908.

The following key behavioural factors contributed to the 2018 road toll:

- Excessive or inappropriate speed – 138 fatalities (39 per cent of fatalities), down from 186 in 2017.
- Fatigue – 68 fatalities (19 per cent of fatalities), down from 74 in 2017.
- Illegal alcohol – at least 56 fatalities (16 per cent of fatalities)<sup>11</sup>, up from 55 in 2017.
- Presence of an illicit drug in system of a driver/ rider involved in a crash – 49 fatalities for January to September (18 per cent of fatalities)<sup>12</sup>, down from 52 for the same period in 2017.
- Restraint non usage – 31 fatalities (14 per cent of vehicle occupant fatalities), up from 28 in 2017.

Compared with 2017, the main increases were:

- Pedestrian fatalities (up from 54 to 67).
- Fatal crashes on roads sign posted 60km/h (up from 50 to 60).
- Motor vehicle controllers involved in fatal crashes aged 21 to 29 years (up from 73 to 87).

Compared with 2017, the main decreases were:

- Driver fatalities (down from 186 to 167).
- Passenger fatalities (down from 82 to 57).
- Fatalities for females (down from 115 to 81).
- Fatalities aged 40 to 49 years (down from 55 to 39).
- Fatalities from crashes on country rural roads (down from 178 to 143).
- Fatalities from crashes involving excessive speed (down from 167 to 138).
- Fatal crashes on roads sign posted 110km/h (down from 38 to 22).
- Fatal crashes on highways (down from 99 to 78), with fatalities decreasing on the Hume Highway (down from 14 to 4) and along the whole length of the Pacific Highway (down from 23 to 14).
- Motor vehicle controllers involved in fatal crashes aged 40 to 49 years (down from 104 to 71) or aged 60 to 69 years (down from 69 to 49).
- Fatalities from crashes involving heavy trucks (down from 79 to 53).

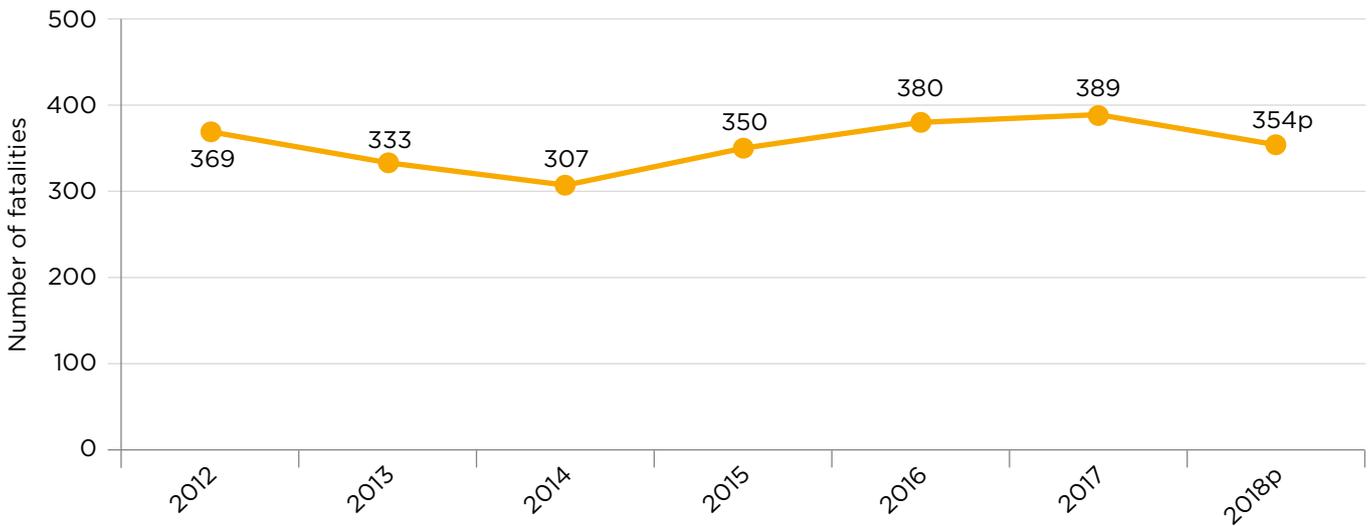


<sup>10</sup> The provisional 2018 road toll as at 1 January 2019.

<sup>11</sup> Due to the time lag in processing blood samples the illegal alcohol figure is underestimated by around 10 per cent at the time of reporting.

<sup>12</sup> Due to the time lag in processing blood samples for illicit drugs the 2018 figure for fatalities associated with illicit drugs is limited to data for the January to September period only at the time of reporting.

**Figure 1: Road and road related fatalities in NSW, 2012 - 2018p**



**An examination of serious injuries in 2018<sup>13</sup>**

For the 12 months ending June 2018, there were 11,180 serious injuries (total hospitalisations).<sup>14</sup> This was a nine per cent decrease compared to the 12 months ending June 2017. The result for the 12 months ending June 2018 equates to a rate of 141.1 serious injuries per 100,000 population, the lowest rate since these data were first collated in 2005.

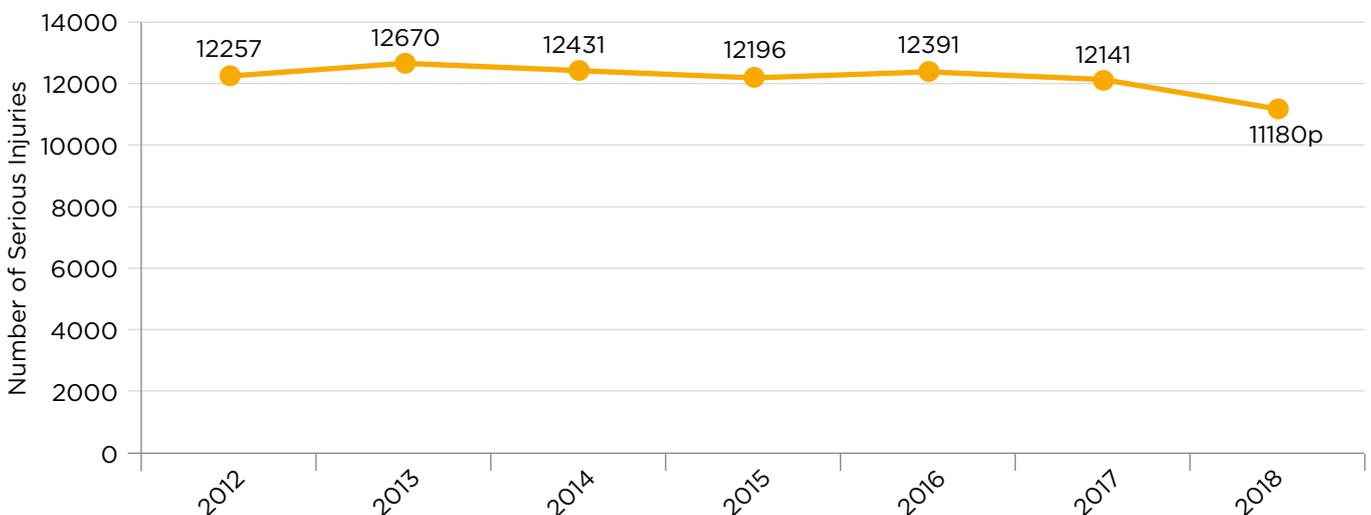
Compared with the 12 months ending June 2017, the main decreases were:

- All road user groups, particularly driver serious injuries (down from 3,877 to 4,465), passengers (down from 1,651 to 1,434), motorcyclists (down from 2,598 to 2,452) and pedestrians (down from 1,122 to 1,020).

- All age groups (except those aged 80 years or more), particularly those aged 17 to 25 years (down from 2,550 to 2,297), 30 to 39 years (down from 1,844 to 1,614), 50 to 59 years (down from 1,665 to 1,460) and 60 to 69 years (down from 1,230 to 1,052).

Compared with the 12 months ending June 2017, the main increase was amongst those aged 80 years or more (up from 631 to 655).

**Figure 2: Road and road related serious injuries in NSW, 2012-2018p**



<sup>13</sup> The number of serious injuries from road crashes in NSW is derived from both hospital admission records and Police reports. The data is updated quarterly and is available on the Centre for Road Safety website - [roadsafety.transport.nsw.gov.au](http://roadsafety.transport.nsw.gov.au).

<sup>14</sup> Preliminary

# Saving lives on country roads

While country residents make up only one-third of the NSW population, two-thirds of all fatalities occur on country roads, so focused effort is required to reduce fatalities on country roads. Data indicates that 70 per cent of fatal crashes on country roads involve country residents.

Our efforts to reduce the road toll on country roads take a Safe System approach and include infrastructure upgrades, safe speeds, and educating the community on safe road use and selection of safe vehicles.

## Safer Roads Program – Saving Lives on Country Roads

The Safer Roads Program delivers targeted safety infrastructure across the state to reduce the risk of a crash, and reduce casualties and severity of injuries if a crash occurs. Projects are funded through the Community Road Safety Fund and delivered by Roads and Maritime Services, many in partnership with local councils, across the state.

In 2017-18, the total program invested \$68 million<sup>15</sup> to deliver 156 projects, with remaining projects being delivered over a longer time period.

During 2017-18, the Safer Roads Program projects that contributed to saving lives on country roads included:

- NSW State Black Spot Program – \$16.6 million invested across 47 projects to address known black spots.<sup>16</sup>
- Safer Local Government Roads – \$6.5 million invested in 49 projects.<sup>17</sup>
- Aboriginal Community Safety Programs – 19 projects worth \$1.3 million were completed.
- Fatal Crash Response – \$1.6 million was invested in 12 projects to deliver immediate actions at fatal crash locations.
- High Risk Curves Program – invested \$9.5 million in 26 projects to improve safety through improved line marking, signage, road alignment and surfacing.
- Fatigue Program – \$8.4 million was invested in 14 projects.

- Motorcycle Safety Infrastructure – four projects were completed, with \$1.6 million invested.
- More than \$2.3 million was invested in two highway route review related projects to improve safety at high risk locations on the Oxley Highway and Lachlan Valley Way.

The following are some examples of the NSW Government's investment through the 2017-18 Safer Roads Program that contributed to saving lives on country roads:

### Andrews Road/Princes Highway, Basin View

The NSW Government provided \$799,500 to improve motorist safety at an intersection with a history of wet weather crashes. A right hand turn lane was installed at the intersection of Andrews Road/Princes Highway, Basin View, and improvement works were made to widen the southbound shoulder, install a guardrail on both southbound and northbound shoulders, and the addition of high friction seal for the length of the project.



Andrews Road/Princes Highway, Basin View

<sup>15</sup> Total Program, which includes projects country areas and in urban areas covered in Liveable and safe urban communities section.

<sup>16</sup> Also includes urban areas (Liveable and safe urban communities).

<sup>17</sup> Also includes urban areas (Liveable and safe urban communities).

### Princes Highway (between Bendalong Road & Luncheon Creek Drive), Bendalong

The NSW Government invested \$900,000 for the installation of road safety infrastructure improvements at this location. The project included the widening of both the southbound and northbound shoulders, an extension of the southbound overtaking lane on the northern end of the project, a painted central median with a wire rope safety barrier and the installation of audio tactile line-marking with retroreflective raised pavement markers.



Princes Highway (between Bendalong Road & Luncheon Creek Drive), Bendalong

### Mitchell Highway, east of Lucknow

The NSW Government invested a total of \$4.92 million in funding (\$2.3 million in the 2017-18 financial year) to improve road safety on a 3km stretch of the Mitchell Highway, east of Lucknow. This project involved the installation of centre median wire rope to prevent head-on crashes, an extension of the eastbound overtaking lane to improve safety for overtaking vehicles, and edge barriers to reduce the risk of run-off-road crashes.



Mitchell Highway, east of Lucknow

### Kyeamba Rest Area, Hume Highway, Kyeamba

The NSW Government invested \$456,000 for the installation of Vehicle Activated Signage on both the northbound and southbound approaches to the Kyeamba rest areas on the Hume Highway, 81 km south of Gundagai. As a result of the steep climb, combined with the horizontal curves, a number of rear-end crashes between heavy vehicles had occurred. This project will improve road safety by significantly reducing the likelihood of crashes by warning drivers of slow heavy vehicles ahead.



Kyeamba Rest Area, Hume Highway, Kyeamba

## Hume Highway, Mount Adrah

The NSW Government invested \$373,000 to further improve road safety by reducing the likelihood of crashes on the Hume Highway, Mount Adrah. The project included the widening of the median shoulder to 2.5 metres, and the installation of wire rope safety barrier in the centre median on a one kilometre section of the southbound carriageway to prevent run-off-road and head-on crashes.



Hume Highway, Mount Adrah

## Mitchell Highway, west of Trangie

Due to a significant number of fatal run-off-road crashes into trees on the roadside, the Safer Roads program provided funding to improve road safety along a section of the Mitchell Highway, west of Trangie. This project included the installation of edge barrier in targeted locations, and the installation of a nine metre clear zone in all other locations, and the widening of the shoulder for the entire length of road. These significant treatments will aim to reduce the severity of crashes in this high speed environment.



Both sites have been struck since installation, reinforcing the importance of the barrier.



Mitchell Highway, west of Trangie

## Saving Lives on Country Roads public education campaign

The *Saving Lives on Country Roads* campaign was launched in November 2017, and was the first ever comprehensive road safety education campaign focused on raising awareness of the size and nature of the road trauma problem in country areas. The campaign encouraged country drivers to re-think the common excuses used to justify unsafe behaviour on the road. The campaign was strengthened in 2018 to demonstrate how drivers can play their part to reduce risk to themselves and their community with the introduction of the *Yeah...NAH* element of the campaign.

Research showed 79 per cent of respondents stated the advertising communicated that everyday driving decisions can result in serious consequences. The research found that the attitudes of country drivers were being positively impacted, with 73 per cent of regional drivers who had seen the campaign indicating they were personally committed to following the road rules and driving safely.



*Saving Lives on Country Roads* campaign

## Local partnerships<sup>18</sup>

As part of the Plan, partnerships are being developed with local councils, community groups, stakeholders and industry to support Towards Zero initiatives, including in country areas.

Transport for NSW has utilised the branded content feature on Facebook with our partners. NSW Police Force frequently utilises Transport for NSW branded content. The feature has also been useful with sporting partners, such as the Knock-On Effect posts with Rugby League, Cricket NSW and the Western Sydney Wanderers, and for the Roads We Ride

content series in collaboration with Return of the Cafe Racers and Stories of Bike. Media outlets, such as The Daily Telegraph and The Daily Advertiser also published branded content. This feature has further spread the message with an additional reach of 9,023,700 people, between 1 July 2017 to 30 June 2018.

In 2017, the NSW Government entered into a partnership with the National Rugby League (NRL), New South Wales Rugby League (NSWRL) and Country Rugby League (CRL) to support the Saving Lives on Country Roads program. The partnership continued in 2018 with community conversations in regional NSW around the knock-on effect of fatalities from car crashes.

The Rugby League *Knock-On Effect* campaign highlights the trauma of those left behind in rural communities when lives are lost. The campaign achieved deep engagement with 90 per cent prompted awareness. Complementing the awareness gained through the partnership, the NSW Government also integrated road safety messaging into the National Rugby League Welfare and Education program, which has an annual reach of more than 4,000 players and staff, to generate natural advocates to drive behaviour change.



*Knock-On Effect* campaign ambassadors

<sup>18</sup> Local partnerships contribute to a number of the priority areas of the Road Safety Plan 2021, including Saving Lives on Country Roads.



## Enhanced police presence on country roads

Under the Enhanced Enforcement Program, a partnership between Transport for NSW and the NSW Police Force where Police receive funding to undertake additional high visibility on road enforcement to target behaviours known to contribute to road trauma, there were operations undertaken to address unsafe behaviours and crashes on country roads. Regional Police Area Commands and Police Districts participated in local and statewide police operations.

The regional commands conducted enforcement in their areas as part of local operations in 2017-18. Of the 120 additional operations, 88 were conducted in regional NSW. For example, Operation Trident was run in the Police Districts of Richmond, Tweed/Byron and Coffs/Clarence. The operation was undertaken in short sharp bursts of saturated enforcement targeting a geographical area based on road trauma trends. Operation Aurora was run in the Police Southern Region and addressed speed and drink driving.

## Speed management

Speed zones are regularly reviewed by Roads and Maritime Services to ensure speeds listed are appropriate to the road design and use, and the public can make suggestions about speed limits, speed limit signs and the locations of speed cameras via the Safer Roads website - [saferroadsnsw.com.au](http://saferroadsnsw.com.au).

# Liveable and safe urban communities

While a significant proportion of road fatalities happen in urban areas (around a third), a high proportion of serious injuries occur in urban areas (around two thirds).

Roads in urban areas perform a range of functions, from quiet local streets at one end of the spectrum, to motorways and movement corridors at the other. Some roads have both a large volume of vehicles and many pedestrians, such as around shopping centres and transport interchanges. The challenge is to take a Safe System approach to keep our urban places liveable and safe, and ensure our vibrant streets allow people to move about safely as demand increases.

To address road trauma in urban areas in 2017-18, as well as the projects under the Safer Roads Program outlined above, the following were implemented as part of the Safe System approach to road safety to deliver livable and safe urban communities.

## Safer Roads Program – Liveable and Safe Urban Communities

During 2017-18, the Safer Roads Program delivered road safety infrastructure to improve urban communities including:

- NSW State Black Spot Program<sup>19</sup> – \$16.6 million was invested across 47 projects to address known black spots.
- Safer Local Government Roads<sup>20</sup> – \$6.5 million was invested in 49 projects.
- Intersections Safety Program – \$9.7 million was invested in 17 projects.
- Cycling Safety Program – four projects were delivered, with \$0.5 million invested.
- The Safe System Pedestrian Program delivered 10 projects for an investment of \$1.4 million.

- To better protect vulnerable road users, 99 projects were completed for \$2.2 million under the *Pedestrian protection at signalised intersection program* (green on green). This brings the total to 414 of 541 intersections across NSW (as at 30 June 2018). The program improves protection for pedestrians from turning vehicles by giving pedestrians more time to cross before traffic starts turning, and has an expected program completion date of July 2019.

The following are some examples of the NSW Government's investment through the 2017-18 Safer Roads Program that contributed to liveable and safe urban communities:

### Nelson Bay Road, Williamtown/Salt Ash

The NSW Government invested \$366,000 in bicycle safety improvements at three busy roundabouts on Nelson Bay Road in Williamtown and Salt Ash in the Newcastle region. This photo shows the roundabout intersection of Nelson Bay Road and Medowvie Road, Williamtown, with the installation of bicycle paths.



Nelson Bay Road, Williamtown/Salt Ash

<sup>19</sup> In both urban and country areas.

<sup>20</sup> In both urban and country areas.

### **Charlestown Road/Hillsborough Road, Charlestown**

The NSW Government invested \$30,500 to install a new mast arm at the traffic signal intersection of Charlestown Road and Hillsborough Road, Charlestown, to improve the visibility of, and compliance with, the traffic signals at this very busy intersection.



Charlestown Road/Hillsborough Road, Charlestown

### **Wallarah Road, Gorokan**

The NSW Government invested \$303,000 in traffic calming on Wallarah Road, Gorokan, including a pedestrian refuge and a raised pedestrian crossing to improve safety for both pedestrians and motorists in this busy shopping area.



Wallarah Road, Gorokan

### **The Northern Road/Andromeda Drive, Cranebrook**

The NSW Government invested \$4.4 million for the installation of new traffic signals at the intersection of The Northern Road and Andromeda Drive, Cranebrook to reduce the number and severity of crashes at this intersection.



The Northern Road/Andromeda Drive, Cranebrook

### **Frederick Street, Ashfield**

The NSW Government funded \$434,000 to upgrade two pedestrian crossings on Frederick Street, Ashfield, located at John Street and Henry Street. This included the installation of kerb blisters, central median, new line marking and signage to increase the visibility of the crossing and to significantly improve pedestrian safety.



Frederick Street, Ashfield

## Safe bicycle riding

To support bicycle safety in 2017-18, a range of actions were delivered including:

- In May 2018, the Minimum Passing Distance rule was retained as a permanent NSW Road Rule following an evaluation of the two year trial. The rule requires drivers who pass or overtake a bicycle rider to allow a distance of at least 1 metre when the speed limit is 60 km/h or less, and 1.5 metres when the speed limit is above 60 km/h. Surveys showed that 81 per cent of bicycle riders and 69 per cent of drivers supported the rule. The rule was supported on social media to generate awareness and educate road users on the specifics of the new rule. The posts have reached over 1 million people, have been shared more than 3,600 times and attracted over 5,400 comments.
- Introduced a new rule to allow all children aged under 16 years to ride on the footpath, up from the previous limit of under 12 years, with a supervising adult also permitted. To support the new rule, a social media campaign was run as well as media releases, website content and newsletter articles.
- The annual Western Region Bike Forum was held in Dubbo in June 2018 with 39 delegates, representing councils and bicycle user groups.
- Support was provided for the Spring Cycle, which promoted road safety messages on social channels in the lead up to the event. It generated awareness on NSW bicycle road rules, such as the minimum passing distance, riding on footpaths and use of helmets.
- Road Safety Audits were conducted on the existing shared path in Ballina to identify risks and potential works under the Safer Roads Cycling Program.
- Consultation occurred with the Newcastle Light Rail Working Group on bicycle safety messages and education strategy.



## Pedestrian safety

Pedestrian safety was also supported in 2017-18 through:

- An evaluation of a trial of in-ground pedestrian lights at key crossings in the Sydney CBD for distracted pedestrians<sup>21</sup> found that while in-ground pedestrian lights can increase compliant crossing among pedestrians, they did not affect distracted pedestrians any differently to other pedestrians. As a result more cost effective methods are being investigated such as pavement markings, additional signage and other lower cost technologies.
- The *Look Out Before You Step Out* campaign continued to be a positive influence on pedestrian behaviour in 2018.
- Six hundred *Look Out Before you Step Out* pavement vinyls were installed across Sydney and over 800 in country NSW.
- Completion of two road safety audits of Grafton and Casino central business district to identify risks and works that can be nominated under the Safer Roads Pedestrian Program.



## Safety Around Schools Program

A \$10 million investment in road safety and pedestrian infrastructure located in and around schools was completed in August 2018. This investment included \$5 million for the installation of additional school zone flashing lights at 504 schools, and \$5 million available in \$50,000 grants for local councils to upgrade or install additional pedestrian safety measures around schools, including raised zebra crossings and pedestrian refuges, with 140 additional measures installed.

The school zone flashing lights installation program ensures that every school in the State has at least one set of school zone flashing lights, with additional sets installed outside schools with multiple entrances.

### School Crossing Supervisor Program

There was continued investment in the School Crossing Supervisor Program which provides protection at around 800 crossings at about 700 schools across NSW, with an annual investment of \$14 million.



<sup>21</sup> The NSW Government announced the trial in May 2016 Evaluation completed December 2017..

# Using the roads safely

The community expects everyone to take responsibility for sharing the road safely. To encourage people to use the road safely, a range of initiatives were delivered including police enforcement, tackling impaired driving, and public education campaigns highlighting road rules, their importance for safety and that they are enforced.

## Enhanced Enforcement Program

The Enhanced Enforcement Program provides funding to the NSW Police Force to deliver enforcement activities in addition to normal operations. Every year Transport for NSW, via the Community Road Safety Fund, invests around \$13 million into the Enhanced Enforcement Program to help deter drivers and other road users from unsafe behaviours.

These included eight major routes, with seven conducted in regional NSW and one undertaken within the metropolitan orbital network. The state-wide operations were generally conducted over long weekends and holiday periods, often complimenting double demerit point periods.

During 2017-18, the NSW Police Force carried out 120 additional operations under the Program. These included eight major route and seven state-wide operations, resulting in more than 214,000 additional enforcement hours being committed to road safety in NSW.

In June 2018, the NSW Government announced \$250 million over five years for enhanced enforcement, including additional on-road police enforcement in regional areas, which comprises 50 additional highway patrol officers and training for up to 1,000 general duties officers in speed enforcement, roadside alcohol testing, and a doubling of mobile drug testing to 200,000 tests by 2020.<sup>22</sup>

## Speed camera enforcement

Speeding is a major contributor to the number and severity of crashes. Police speed enforcement is complemented by speed camera enforcement

including fixed digital speed cameras (and red light cameras), mobile speed cameras and heavy vehicle average speed cameras.

Speed compliance data is collected with speed surveys conducted at 175 sites. The data is used to inform targeted NSW Police Force enforcement operations and to assess the impact of the mobile speed camera program.

The 2017 annual speed camera review showed speed cameras continue to save lives and reduce injuries on NSW roads. When comparing the five year period (up to the end of 2016) to an equivalent pre-installation period, at:

- **Fixed speed camera locations**, fatalities have dropped by 85 per cent and injuries have decreased by 38 per cent.
- **Red-light speed camera locations**, fatalities have dropped by 54 per cent and serious injuries have decreased by 35 per cent.
- **Heavy vehicle average speed camera locations**, fatalities from crashes involving heavy vehicles have dropped by 19 per cent and serious injuries from crashes involving heavy vehicles have decreased by 8 per cent.

The overall trend in road fatalities and speed survey data demonstrates that since the program's re-introduction in 2010 the mobile speed camera program has also delivered road safety benefits.

## Fixed digital speed cameras and red light cameras

Fixed digital speed cameras operated at 110 locations across NSW, to detect and deter speeding at specific locations with a demonstrated crash history or a high crash risk.

Red light speed cameras are installed at signalised intersections with a history of right angle and pedestrian crashes. Red light speed cameras are currently in force at 180 locations across NSW, and Transport for NSW is working to expand the program to 200 locations, with regional areas prioritised for the expansion.

<sup>22</sup> The additional funding will also go toward the expansion of the Heavy Vehicle Average Speed Camera Program.

## Heavy vehicle average speed cameras

As part of the Road Safety Plan 2021, an expansion of the heavy vehicle average speed camera program was announced, including in metropolitan Sydney to address risks associated with a greater number of truck movements. Work has commenced to deliver this commitment.

## Mobile speed cameras

Mobile speed cameras are moved between 1,024 locations and are effective because they are unpredictable, creating a general speeding deterrence.

During 2018, the NSW Auditor-General conducted a performance review of mobile speed cameras. The review found that improvements to key aspects of the management of the program would help to maximise road safety benefits. In response to the recommendations made, Transport for NSW and Roads and Maritime Services will implement key findings for the mobile speed camera program; however, signage for the program and enforcement hours will not change.



## Speed Adviser App

To assist drivers to comply with NSW speed limits, the Speed Adviser Application for smartphones warns drivers if they exceed the speed limit and provides free access to accurate speed zone information across the NSW road network. The free application was released in February 2014 and has been downloaded over 178,567 times by the end of December 2018.

## Drink and drug driving

The Road Safety Plan 2021 includes a range of reforms to tackle the continuing issue of drink and drug driving, including stronger penalties, enforcement, and promoting the risk and impacts of driving when impaired.

### Strengthening the law

Since February 2018, a number of the drink and drug drive reforms in the Plan have been implemented, including:

- In May 2018, the NSW Government passed new laws to increase penalties for drivers found to be driving under the influence of a drug. The laws<sup>23</sup> included roadside testing for cocaine (commenced 1 July 2018).
- In September 2018, the NSW Government passed drink driving legislation to deliver reforms including:
  - Mandatory alcohol interlocks for all middle range prescribed concentration of alcohol offenders (commenced 3 December 2018).
  - The option for vehicle sanctions at the roadside for high risk repeat drink driving offenders – including number plate confiscation or vehicle impoundment (commenced 3 December 2018).
  - Licence suspension and fines for lower range drink driving and drug presence first offenders (commences 20 May 2019).
  - Power to introduce enhanced education requirements for drink and drug driving offenders. Changes will be implemented once an education strategy and delivery plan is developed by Transport for NSW in consultation with NSW Health and Justice.

### Drink and drug drive enforcement

The NSW Police Force conducted more than 5 million random breath tests (RBT) in 2017-18, and more than 2.8 million random breath tests were conducted between July 2018 and the end of December 2018.

During 2017-18, \$11.7 million was invested from the Community Road Safety Fund into roadside drug testing, with almost 97,500 mobile drug tests conducted. The Mobile Drug Testing Program (MDT) is designed to deter drivers through the unpredictability of roadside drug testing and operates alongside RBT.

<sup>23</sup> The Road Transport Legislation Amendment (Road Safety) Bill 2018 passed in Parliament in 2017-18 and commenced on 1 July 2018. This amended the *Road Transport Act 2013*

## Mandatory Alcohol Interlock Program

The Mandatory Alcohol Interlock Program operates as a court-ordered penalty for repeat or high-range drink drive offenders, with a requirement to only drive a vehicle with an alcohol interlock device installed. An evaluation completed during 2018 found the Mandatory Alcohol Interlock Program was operating effectively, with interlock orders and licences being issued, and the program managed, as intended.

As of December 2018, a total of 8,364 interlock licences have been issued by Roads and Maritime Services since the mandatory interlock program began in February 2015.

Interlocks prevent drivers from drink driving, and allow offenders to learn how to separate their drinking from their driving. Research indicates interlock programs also reduce drink driving re-offending by over 60 per cent and influence both first-time and repeat offenders.



## Prescription drugs and driving

Driving a vehicle or riding a motorcycle safely requires good coordination and mental alertness. The negative side effects of some prescription and over-the-counter medications can impact driver safety.

In February 2018, the NSW Government announced changes would be made to reduce the risk of driving while impaired by prescription drugs.

Following a review of restrictions and advice for people who drive after using prescription drugs, the NSW Government strengthened the guidelines for the NSW Opioid Treatment Program by providing clearer guidance to health professionals that fitness to drive assessments should be completed when commencing new patients on the program, when treatment doses are substantially increased, or if a patient is identified as high-risk of impaired driving. The strengthened guidelines were published in July 2018.

NSW Health is also developing new training for prescribers and new communications about rights and responsibilities for doctors and patients. In partnership with NSW Health, Transport for NSW is currently developing a prescription drugs communication strategy, as well as investigating how prescription drug data can be incorporated into regular crash reporting.

## Heavy vehicle safety

Roads and Maritime Services' comprehensive heavy vehicle compliance and enforcement programs operate in tandem with NSW Police Force enforcement. During 2017-18, these programs included heavy vehicle safety stations, Enforcement Operations Inspectors performing random and targeted intercepts and inspections, Safe-T-Cam fatigue monitoring, and average speed enforcement lengths. Roads and Maritime Services Compliance Investigation Unit also investigates and prosecutes breaches of heavy vehicle rules.

In 2017-18, 44 heavy vehicle regional events were attended by Roads and Maritime Services staff to promote road safety messages to heavy vehicle drivers around fatigue, speed, drugs, restraint use and load management.



# 5 demerits in 1 tap

## It's not worth the risk



Demerit point increase campaign

### Driver distraction

Legislation came into effect on 1 July 2018 to enable camera-based technology to be used to detect illegal mobile phone use by drivers. On 16 December 2018, the NSW Government announced a trial of the new technology at two locations. This follows the successful testing of the new camera enforcement technology to detect illegal mobile phone use. The system uses high-definition cameras and artificial intelligence to detect offending drivers illegally using their phone behind the wheel. It can operate both day and night and in all weather conditions.

To deter unsafe driving as a result of distraction, regulations came into effect on 17 September 2018 that increased the number of demerit points for mobile phone offences from four to five points.

### Driver fatigue

The *Don't Trust Your Tired Self* campaign continued in 2018 to improve awareness of fatigue and the dangers of driving while tired, encouraging drivers to assess their levels of fatigue. The campaign recognition remains strong with 75 per cent of the target audience recognising the campaign. The campaign website - [testyourtiredself.com.au](http://testyourtiredself.com.au) - provides drivers with a way to assess their tiredness before getting behind the wheel. This website has now had over 900,000 visitors and nearly 200,000 tired test completions.

The Government also supported Driver Reviver sites across NSW, which are open during peak travel times to encourage drivers to stop and take a break. In 2017-18, Driver Reviver sites across the state were open for the equivalent of 976 days. The Driver Reviver content on the Centre for Road Safety's website was updated, linking to a revised interactive rest area map on Roads and Maritime Service's website, which now includes Driver Reviver locations.



Don't Trust Your Tired Self campaign



*What's Your Plan B? campaign*

## Safety around emergency vehicles

As part of a 12 month trial, the *Road Transport Legislation Amendment (Stationary Emergency Vehicles) Regulation 2018* commenced on 1 September 2018, requiring drivers to slow down to 40 km/h when passing stationary emergency vehicles with flashing blue or red lights. The safety impacts of the new rule are being evaluated over a 12-month period.

The Incident Management Road Safety Working Group, which includes representatives from Transport for NSW, Roads and Maritime Services, NSW Police Force, NSW Rural Fire Service, Fire & Rescue NSW, NSW State Emergency Service, NSW Ambulance, Volunteer Rescue Association, NRMA and heavy vehicle representatives, meets on a regular basis and provides input into the implementation and evaluation of the trial.

## Safer Drivers Course

The Safer Drivers Course helps young drivers on their L-plates prepare for driving solo when they graduate to provisional licences by teaching learners how to reduce road risks. It also helps them understand speed management, gap selection, hazard awareness and safe following distances. During 2018, the Safer Drivers Course was delivered in around 250 locations across NSW. By the end of November 2018, over

110,000 course participants had progressed to their provisional licence since the course began in July 2013.

An evaluation of the Safer Drivers Course in 2018 found the course is operating effectively, and recommended actions to further improve delivery.

## Road safety campaigns

Between 2011-12 and 2017-18, approximately \$137 million was invested in road safety campaigns in NSW.<sup>24</sup> In 2017-18, 78 per cent of NSW motorists recognised a road safety campaign<sup>25</sup> across all channels (including paid, owned and earned). This can be attributed largely to the *Saving Lives on Country Roads* campaign, enforcement *Stop It or Cop It* and drink driving *What's Your Plan B?*<sup>26</sup>

A review of road safety advertising in NSW was undertaken by an independent consultant in early 2018. The review found that NSW road safety advertising was consistent with that of other similar jurisdictions and recommended that NSW identify opportunities to use greater positive and informative messaging where appropriate.

<sup>24</sup> 2011-12, \$13.15 million, 2012-13, \$15.55 million, 2013-14, \$20.68 million, 2014-15, \$20.83 million, 2015-16, \$20.45 million, 2016-17, \$23.02 million, 2017-18, \$23.18 million.

<sup>25</sup> Ipsos, Jul-Sep 2018 data.

<sup>26</sup> Ipsos road safety campaign tracking results 2017-18.

During 2017-18, the main road safety campaigns implemented in NSW were:

### Stop it... Or cop it

The *Stop it...Or cop it* campaign continued to increase awareness that any NSW Police Force officer can enforce illegal road user behaviour anywhere. People who have seen the campaign are twice as likely to notice Police activity on the road compared to those who haven't seen the campaign.<sup>27</sup>

### Mobile Drug Testing

The *Mobile Drug Testing* campaign supported NSW Police Force operations and focused on increasing the perception of the likelihood of being tested and caught by NSW Police. The campaign continues to achieve strong recognition (78 per cent) amongst the target audience, and is impacting on behaviours, with more of those who have seen the campaign stating they will never take drugs and drive/ride vs those who have not seen the campaign.<sup>28</sup>

### What's your Plan B?

The *What's Your Plan B?* campaign promoted positive choices for getting home safely after a night out and reinforced the idea that if a person drinks, they should not drive. Campaign tracking indicates that the campaign continues to have a clear and positive impact on behaviours regarding drinking and driving.



*What's Your Plan B?* campaign

### Be Truck Aware

The *Be Truck Aware* campaign, which continued in 2018, has influenced attitudes about managing risks when driving near trucks. For example, 72 per cent of motorists who have seen the campaign consider it dangerous to not consider a truck's blind spots. The campaign has successfully generated awareness and conversation relating to safety around trucks with reach across social media.



*Be Truck Aware* campaign

### Ride to Live motorcycle safety

The *Ride to Live* motorcycle safety campaign continues to promote safer riding behaviours. The campaign is strongly engaging motorcyclists, with 81 per cent recognition and influenced their riding behaviour. It is also having a positive impact on motorcyclists' intentions to leave a safe braking distance when riding.

### Bus Flashing Lights

The *Bus Flashing Lights* campaign was launched to help promote the rule that motorists must slow down to 40km/h when bus lights flash. The campaign included radio, social media, web content, promotion on screens in all Service NSW centres across the state and promotion on variable message signs (VMS).

<sup>27</sup> Ipsos, Oct 18 data.  
<sup>28</sup> Ipsos, Sept 18 data.

## Safety Around Emergency Vehicles

A comprehensive public education campaign and stakeholder engagement activities were launched to support the implementation of the new rule for drivers not to exceed 40km/h when passing emergency vehicles with red or blue flashing lights. There was a strong emphasis on social media engagement – posts reached over 4.8 million people, and were shared more than 32,800 times and attracted over 33,300 comments. The 40km/h around emergency vehicle animated video post had the highest engagement this year, with a total of 46,394 shares and comments.

## Roads We Ride motorcycle safety

The *Roads We Ride* motorcycle safety series continued with new videos. *Roads We Ride* is the product of a new strategy to create bespoke content by riders for riders, which allows Transport for NSW to integrate safety messaging and risk mitigation tactics into the content. A number of videos were launched over the course of the year, including:

- February 2018 – a video that switches the focus from iconic regional rides to the daily commute. The episode looks at the importance of being spatially aware and vigilant.
- June 2018 – a video showcasing the recreational Waterfall Way route on the NSW North Coast. The video has been viewed over 386,000 times since posting, features interactive riding routes, rest stop and accommodation options, safety tips and gear advice.
- August 2018 – a video featuring Bells Line of Road was released with a safety focus on the tight corners and changing speed limits riders can encounter in the area. The one minute video had a total unique reach of 461,915 through paid Facebook posts.
- November 2018 – released a video in the lead up to the Snowy Ride, an annual motorcycle event where approximately 1,000–1,500 riders raise money for childhood cancer research. This edition of the series gives advice on riding in groups and the extreme weather that can be encountered in the region.

## Safer Vehicle Choices Save Lives campaign

A new public education campaign was launched by the NSW Government, in partnership with ANCAP and the NRMA, to encourage drivers to buy newer, safer vehicles. The *Safer Vehicle Choices Save Lives* campaign calls on vehicle owners to check the ANCAP or Used Car Safety Rating of their vehicle and/or a vehicle they are intending to buy.



*Safer Vehicle Choices Save Lives* campaign

## Be Aware there's a tram there campaign

In 2018 the *Be aware there's a tram there* campaign was implemented during periods when trams were being actively tested in Randwick. The campaign included out of home bus shelters, local press and social media.

## Road safety engagement and partnerships

Complementing the road safety campaigns, a number of engagement activities were undertaken, including:

### Yellow Ribbon National Road Safety Week

The NSW Government supported Yellow Ribbon National Road Safety Week, which ran from 30 April to 6 May 2018. This is an initiative of the Safer Australian Roads and Highways (SARAH) Group led by Peter Frazer, with the initiative being supported by all Australian states and territories. The week kicked off with a stakeholder event at the Museum of Contemporary Art where attendees watched the Sydney Harbour Bridge being lit up in yellow. The NSW Minister for Roads, Maritime and Freight spoke at the event along with SARAH Group's Jessica Frazer (daughter of founder Peter Frazer) and Di McMurtrie who, along with husband Graeme, feature in a new *Towards Zero* video about the death of their daughter in a collision near Taree. The week acknowledges the

invaluable contribution stakeholders and community advocates make to improving road safety in NSW and encourages everyone to think about their behaviour.

### **Road Rules Awareness Week**

Road Rules Awareness Week was held in February 2018 aiming to improve road user knowledge. The initiative generated significant social media engagement, with posts reaching 3.4 million people (up 63 per cent on 2017). Activities during the week aimed to inform and motivate road users, including promotion of information on road rules on screens in all Service NSW centres across the state, at various university O Week events and through social media.

### **Sydney Royal Easter Show**

Road safety information was shared with Sydney Royal Easter Show visitors at the Transport for NSW stand. The stand included a child car seats display, crash test and campaign videos, a drawing activity for children, material on a range of road safety topics, and an online road safety quiz.

Also at the show, a *Be Truck Aware* Mack truck gave visitors the opportunity to experience the blind spots in trucks, highlighting why you should never assume a truck driver can see you. The Transport for NSW display was recognised for its excellence by the Royal Agriculture Society of NSW, winning the Silver Commercial Exhibitor award.

### **Camping & Caravan Expo**

A road safety exhibition was showcased at the Caravan and Camping Lifestyle Expo, which attracted more than 20,000 visitors in September 2018. Transport for NSW shared a stand with Roads and Maritime Services with fatigue and speeding the main road safety messages. The stand included a crashed car display, the *Test Your Tired Self* quiz, and road safety merchandise and brochures.

### **Partnership – Western Sydney Wanderers (Slow down speeding campaign)**

The NSW Government partners with the Western Sydney Wanderers (WSW) A-League soccer team to raise awareness of the dangers of speeding. The partnership enables Transport for NSW to reach males ages 17-49 in Western Sydney by leveraging established relationships between clubs, players

and fans. In 2017-18, the *Who do you slow down for* campaign focused on some of our most vulnerable members of the community (children). The campaign generated strong positive sentiments from fans, delivering 240 per cent more views (comparing 2018 with 2017 results) and engagement on WSW social channels making it the highest performing partner content for WSW in 2017-18.

### **Partnership – Cricket NSW**

The NSW Government's partnership with Cricket NSW was extended in September 2018 for a further three years. The NSW Blues and Big Bash League (BBL) teams promote the Plan B campaign to encourage people to make safe decisions about drinking and driving. During the 2017-18 season, the *Safe Hands* cricket content featured at all NSW based matches including BBL and international games and was seen by over 500,000 spectators and across partner social platforms. Research indicated that 93 per cent of Cricket NSW fans who saw the Plan B drink driving campaign indicated they were more likely to have a Plan B to get home if planning to drink.

### **TAFE Toward Zero partnership**

First initiated in the Roads and Maritime Services Western Region through the regional programs funded by Transport for NSW, an innovative education program is being rolled out in TAFEs to young apprentices across NSW. Apprentices are at high risk of crashes due to their age, inexperience and the need to travel long distances.

The initiative was recognised with an Australian Road Safety Award in March 2017. In the 2017-18 financial year, over 160 workshops were delivered to over 4,000 participants.

### **Regional university students**

Roads and Maritime Services staff visited Charles Sturt University (CSU) campuses across NSW encouraging regional students to think about their excuses on the road, road safety risks and safe driving behaviours. Visits included campuses at Albury-Wodonga, Bathurst, Dubbo, Orange, Port Macquarie and Wagga Wagga.

# Building a safer community culture

A range of activities were implemented in 2017-18 to support community engagement in road safety and to inform and motivate road users to use the road safely. Aligned to the Plan, these activities included:

## Younger drivers

P-platers continue to be over-represented in serious road crashes, with P1 and P2 drivers making up 8 per cent of all driver licences but their crashes accounting for 14 per cent of all fatalities on NSW roads in 2018.

Since the introduction of the Graduated Licensing Scheme in 2000, there has been a 50 per cent reduction in the number of young drivers killed on our roads. Improvements to the Graduated Licensing Scheme for new drivers were made, including moving the Hazard Perception Test from P1 to the Learners phase.

Transport for NSW developed a free *Helping Learner Drivers Become Safer Driver* workshop for parents and supervisors of learner drivers offering practical advice on how to help learner drivers become safer drivers. In 2017-18, 250 workshops were delivered across NSW to 3,517 attendees. This included 24 Culturally and Linguistically Diverse (CALD) presentations using language assistance for 1,810 participants.

## Older road users

Changes to the Older Driver Licensing System were introduced in 2008, including changing the age to commence annual medical assessment to 75 years, reducing the frequency of on-road driving tests for drivers aged 85 or more, and a new modified licence option as an alternative to the on-road driving test. An evaluation of these changes was completed in 2017-18 which showed that the NSW licensing approach continued to balance quality of life for older drivers with road safety. Opportunities to enhance the current system were identified, including improved information and education about alternative transport options.

In 2017-18, 136 senior *Stepping On* pedestrian presentations were delivered to a total of 2,572 people. This included 31 CALD presentations, using language assistance for 876 participants.

In 2017-18, 117 *Older Driver (65Plus)* workshops were delivered to 3,942 people. This included 35 CALD presentations, using language assistance for 1,356 participants.

Transport for NSW also participated in the NSW Seniors Festival 2018. Copies of *On The Road 65Plus* were included in show bags handed out to all attendees and tailored messages for older road users were promoted through the festival Facebook page and program.

## Community Road Safety Grants

The NSW Government delivers the Community Road Safety Grants Program to provide community groups across NSW with the opportunity to implement small-scale, local road safety programs within their communities. Grants ranging from \$5,000 to \$30,000 are available, with \$428,659 invested in 39 road safety projects in 2017-18.

In September 2018, the 2018-19 program was announced, with 34 projects across NSW sharing in \$400,029 of funding. The projects include initiatives for older road users, young drivers, people with disabilities, Aboriginal people, and culturally and linguistically diverse communities. Since 2015-16, 110 projects (including the latest round) have been funded.

## Working with employers

Almost 30 per cent of workplace fatalities are a result of road crashes, therefore actions to improve safety in this area are vital for reducing overall road trauma.

The *Road Safety and Your Work: A Guide for Employers* was released in October 2018 to help organisations with vehicle fleets establish internal policies and/or guidelines for safe work-related travel. The Guide provides information about the ways employers can help their workers reach their destination safely and improve road safety culture.

## Aboriginal people and disadvantaged drivers

Safe and legal driving was supported by a range of programs and activities, including the Driver Licensing Access Program (DLAP). The DLAP assists Aboriginal and disadvantaged people to obtain and retain their driver licence and remain safe and legal drivers. Obtaining a driver licence contributes to improved access to education, employment, health and other community participation services. In 2017-18, the NSW Government invested \$1.7 million in the DLAP, with 817 learner licences and 534 provisional licences obtained across more than 50 communities.

Aboriginal people from across NSW were engaged at a number of events to share information on safe road use. These events included the Yabun Festival in January 2018, local community events during NAIDOC Week in July 2018 and the NSW Aboriginal Koori Knockout competition held over the long weekend in October 2018.

### Evaluations

In 2017-18 the following evaluations were completed for *Buckle up Safely and Driving Change* activities:

The *Buckle-Up Safely* community based trial conducted in 2016 aimed to increase the proportion of Aboriginal and Torres Strait Islander children travelling safely in cars by increasing correct use of age-appropriate child restraints. In partnership with Aboriginal organisations in 12 communities the program reached 75 early childhood services, delivered 33 information sessions to 441 families. There were seven restraint fitting days and 19 community events and 469 child car seats were distributed. Observations before and after the program found a greater proportion of children were in the right car seat for their age after the program compared to before (89 per cent compared to 83 per cent).

The Driving Change licensing support program aimed to facilitate access to driver licensing for Aboriginal communities in NSW by assisting young Aboriginal people to navigate the licensing system, and mentors to supervise driving practice. The program was delivered in partnership with 11 Aboriginal communities in NSW, with 1,006 clients, 68 per cent of whom were aged 16-24 years. Almost half of all clients came from households that did not have a licensed driver. The evaluation found that the most

productive sites were those that retained appropriate volunteer mentors, however mentor recruitment was a significant challenge.

## Early childhood and school road safety education

Road safety education is mandatory for every child in NSW. Through the Road Safety Education Program, the NSW Government invests \$5 million per annum in NSW schools and early childhood services, to provide road safety education support to teachers and classroom resources to more than 3,000 primary and secondary schools, and more than 3,500 early childhood services across NSW. The program includes professional development as part of the Personal Development, Health and Physical Education (PDHPE) curriculum from Kindergarten to Year 10, and the Early Years Learning Framework for children birth to five years. The program is a partnership between the Transport for NSW, Department of Education, Catholic Schools NSW, the Association of Independent Schools of NSW and the Kids and Traffic Early Childhood Road Safety Education Program.

The *Safety Town* website - [safetytown.com.au](http://safetytown.com.au) - for primary school students has continued to grow in popularity, with a new pedestrian activity added for Years 5 and 6 in 2018. More than 58,000 users visited the site during 2017-18, viewing about 790,000 pages.

The *On the Move* website - [onthemove.nsw.edu.au](http://onthemove.nsw.edu.au) - for secondary PDHPE teachers had more than 4,600 users visit the site during 2017-18 year, viewing about 36,000 pages. The average session duration of almost five minutes shows that users engage with the site for much longer than normal website session times.

The revamped Kindergarten Orientation Road Safety Library Bags attracted strong demand in 2018, with over 70,000 bags ordered by NSW primary schools to share road safety information with families.

*A Road safety: A guide for families and carers of children birth to 5 years* was developed that explains why young children are often injured in traffic and how adults can keep young children safe from traffic and driveway injury. The resource provides practical advice about helping children learn about road safety, including activities for children to complete with their families. Since its update in May 2018 more than 20,000 copies have been distributed to families in NSW (as at November 2018).

The NSW Government partnered with Westmead Hospital's Trauma Unit, emergency services personnel and other road safety partners to present the annual *bstreetsmart* event, which was attended by 24,000 high school students in August 2018. The event gives students a realistic look at the trauma and consequences caused by road crashes and aims to provide young people with strategies to help them make decisions that improve their chances of avoiding a crash.

Complementing the *bstreetsmart* event, around 500 visiting teachers were provided with road safety information and curriculum activities to facilitate student learning back in the classroom.

## **Roads and Maritime Services Behavioural Program**

Through the Community Road Safety Fund, Transport for NSW provides funding to Roads and Maritime Services for local road safety behavioural programs. These focus on the Safe People and Safe Speeds components of the Safe System. The program uses a broad spectrum of community engagement techniques to engage with regional and local areas to deliver road safety behavioural programs. For example, the program conducted over 16,886 courtesy breath-tests at regional events across the state to address drink driving. To reduce driver fatigue, businesses along major highways including the Hume, Newell, Sturt and Olympic Highways participated in the *Free Cuppa for the Driver* project with a total of seven councils and 13 businesses participating. To assist NSW Police target their operations under the Enhanced Enforcement Program, Roads and Maritime Services provided crash data analysis and maps to NSW Police.

## **Local Government Road Safety Program**

The vast majority of roads in NSW are managed by Local Government, some 160,000 out of the total 180,000 kilometres of road. The Local Government Road Safety Program is a partnership between Transport for NSW, Roads and Maritime Services and participating local councils. Under the program, the 77 Road Safety Officers support state-wide road safety initiatives and deliver projects to improve road safety for their local residents that are identified by crash data, NSW Police Force information, council staff,

community groups, businesses, schools and target groups. In 2017-18, 215 projects were delivered under the Local Government Road Safety Program.

## **Motorcycle safety**

The number of motorcyclists on NSW roads is increasing and they are some of our most vulnerable road users, with motorcyclists over-represented in road crashes. Transport for NSW is a long-term sponsor of Motorcycle Awareness Month held during October 2018, which aims to reduce the number of motorcycle crashes and improve safety for riders and other road users. The month was launched by the Motorcycle Council of NSW at a special session of the Australasian Road Safety Conference.

Motorcycle Awareness Month followed the launch of the world-first Motorcycle Clothing Assessment Program (MotoCAP), which provides safety ratings of motorcycle clothing, (detailed in the New and Proven Vehicle Technology section).

An evaluation of the NSW Motorcycle Graduated Licensing System (GLS) is underway, and will help identify any changes required to associated policies and practices to improve motorcycle safety. The evaluation aims to provide a framework for best practice for motorcycle GLS and training, and provide practical recommendations as to how the existing NSW system could meet best practice.

## **NSW Road Safety online activity**

The NSW Road Safety Facebook page had a total reach of over 122 million and achieved over 4.8 million engagements from 1 July 2017 to 30 June 2018.

Transport for NSW's Centre for Road Safety website – [roadsafety.transport.nsw.gov.au](https://roadsafety.transport.nsw.gov.au) – had more than 1.8 million users visit the site during 2017-18, viewing about 5.2 million pages. Some of the most popular pages included the P1/P2 restricted vehicle search with about 620,000 views; child car seats with 264,000 views; current speed camera locations with 221,000 views; and Know the rules (mobile phones) with 220,000 views.

The Towards Zero website – [towardszero.nsw.gov.au](https://towardszero.nsw.gov.au) – has been regularly updated with Road Safety Plan 2021 content including media releases and video content.

# New and proven vehicle technology

## NSW Government fleet policy reforms

In line with the Plan, the NSW Government updated its fleet policy in 2018 so that Government fleet vehicles must have a five-star ANCAP safety rating for their category, and be fitted with safety assist technologies (see below), subject to their availability in the class of vehicle and the vehicle's suitability for its intended role:

- Electronic stability control (ESC)
- Lane support systems (LSS)
- Autonomous emergency braking (AEB)
- Reverse Collision Avoidance Systems, such as cameras and/or monitors.

This change will have important safety benefits throughout the life of the vehicle. Initially, it will provide better protection to the employees who are drivers and occupants. When the vehicles are sold, they will help bolster the safety of vehicles available in the used car market, which is particularly important for the more inexperienced novice drivers who comprise a large part of that market segment. It is also hoped that private fleet owners will be encouraged to adopt similar policies.

## Australasian New Car Safety Ratings (ANCAP)

The NSW Government, through Transport for NSW, is a key contributor to and member of the ANCAP Board, Council and Technical Group. In 2017-18, ANCAP released safety ratings for 53 light vehicles, these new ratings represented 21 per cent of Australian and New Zealand new light vehicle sales. Ninety five per cent of new cars sold in Australia held an 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 adopted the Euro NCAP protocols in 2018, which increases the requirements needed to achieve a five-star safety rating. The proportion of NSW registered passenger vehicles with a five-star ANCAP rating continues to increase, and at the start of 2018,

42 per cent of all light vehicles registered in NSW that were manufactured after 2000 had a five-star ANCAP rating, an increase of 3 per cent from 2017. In metropolitan areas, 45 per cent of light vehicles registered have a five-star rating, compared to 37 per cent in regional areas.

There has been significant growth in the standard fitting of lifesaving AEB technology in vehicles offered for sale in Australia. ANCAP data shows the percentage of vehicles offered for sale with AEB as standard feature grew from 3 per cent in 2015 to 31 per cent in 2018. This is reflected in the NSW fleet, with the amount of light passenger vehicles fitted with AEB increasing from 0.9 per cent in 2015 to 4.3 per cent in 2017 – that's more than 165,000 cars and SUVs with this life-saving safety feature now on our roads.

## Occupant restraints and child safety

The Child Restraints Evaluation Program (CREP) was revised in 2017-18, and 13 child car seats were assessed to updated protocols with the results released in May 2018. These included more child seats that can be secured using the system known as ISOFIX (without using seatbelts), as well as child seats that can be used in forward facing mode with in-built harnesses for children aged from six months to eight years.

The Child Car Seats website – [childcarseats.com.au](http://childcarseats.com.au) – allows parents and carers to compare the price and safety ratings of about 200 different types of seats and to find Authorised Restraint Fitting Stations. During 2017-18, more than 349,000 users viewed about 1.13 million pages on the website and since its 2014 launch there have been more than 1.54 million visitors to the site.

At local child car seat checking days Roads and Maritime Services employees, in partnership with local council Road Safety Officers and the NSW Police Force, raised awareness about fitting and using child restraints correctly and fitting stations. In 2017-18, 981 restraints were checked at 33 Child Restraint Checking Days conducted by Roads and Maritime Services across the state.

## Heavy vehicle safety

A feasibility trial investigating the use of reverse AEB for heavy vehicles in a real-world context was completed in May 2018. The trial suggested that the system had the potential to operate effectively and be acceptable to heavy vehicle operators; however, the trial was conducted on only two vehicles and additional trials are required for further consideration in the vehicle fleet.

A new technical specification for wig wag lights fitted to buses carrying school children was published in August 2018, taking effect in February 2019. The specification will improve safety by: increasing the size and contrast of warning signs, increasing the brightness of the flashing 'wig wag' lights, introducing a boundary of 100 mm under the 'WHEN LIGHTS FLASH' and '40 km/h' speed limit signs to exclude advertising text or images, and requiring signs to be placed on the bus so that their appearance is not concealed or distorted in any way.

In early 2018, Transport for NSW coordinated a submission on behalf of Government agencies on a regulatory impact statement to amend national vehicle standards to introduce stability control for heavy vehicles. The new standards will apply from July 2019.

## Crashlab – safety research laboratory

Transport for NSW, via the Community Road Safety Fund, provides funding for Crashlab, which conducts national research and commercial vehicle crash testing services using the latest technologies in its accredited testing laboratory. Crashlab also carries out tests on child restraints and motorcycle and bicycle helmets. During 2017-18, Crashlab carried out tests including:

- A total of 60 crash tests, including 24 for ANCAP, 10 for vehicle manufacturers, 13 research tests for Transport for NSW, eight for other NSW Government agencies and four for other customers.
- Six roadside barrier and other infrastructure tests were also carried out for a range of clients.
- In total, 1,263 motorcycle helmets and 23 bicycle helmets were tested.

- Thirty motorcycle helmet tests for the CRASH program and over 100 for specific research tests on behalf of Transport for NSW. There is currently no demand for commercial testing of motorcycle helmets or bicycle helmets; however, this is expected to change in 2019 with the anticipated revision to the bicycle helmet standard.
- There were 495 dynamic sled tests for child restraints.
- Other tests included one specifically developed and conducted to demonstrate the effect of incorrect seatbelt use, how devices like phones attached to the dashboard or windscreen perform in a test, and comparison of crashing at different speeds.

The NSW Government has invested \$2.7 million in new equipment to boost Crashlab's research capabilities in its continued support of ANCAP. New crash test dummies and equipment allows testing of locally-delivered vehicles to Euro NCAP standards.

## Used Car Safety Ratings

The *Used Car Safety Ratings Buyer's Guide 2018-19* was released in September 2018, helping consumers choose the safest second-hand cars, highlighting that many vehicles with safety features can be bought for under \$10,000. A further 17 vehicles have been analysed on over 8 million real-world crashes to rate them on their crash worthiness. This now brings the total number of vehicles rated to 296.

## Motorcycle protection

### Motorcycle Protective Clothing Assessment Program (MotoCAP)

NSW led the development of a world first national system for rating the protection afforded by motorcycle clothing with 13 program partners. The Motorcycle Protective Clothing Assessment Program (MotoCAP) will help to reduce the risk of serious injury to motorcyclists.



The MotoCAP program was launched in September 2018 to provide a system for the rating of motorcycle safety gear. The results are published on the website - [motocap.com.au](http://motocap.com.au) - and provided to manufacturers and suppliers. MotoCAP gives clothing two separate star ratings, one for protection and one for comfort.

### **Motorcycle Helmets**

The Consumer Rating and Assessment of Safety Helmets (CRASH) tests motorcycle helmets against a range of criteria including protection and comfort, therefore providing riders with a guide to the safest and best helmets available. CRASH is delivered by a consortium of government agencies including Transport for NSW, and at the end of 2018 the Program had tested 30 motorcycle helmets with the results released in November 2018. Over 200 helmets have been rated since CRASH commenced in 2013.

### **Connected and automated vehicles**

The Highly Automated Vehicle Safety Initiative (HAVSI) project aims to achieve a greater understanding of the minimum requirements for road delineation, speed signage and other key signposting necessary to facilitate safe operation of highly automated vehicles across the NSW road network. The HAVSI project is assessing autonomous driving system performance using high quality motorways (M Class) in NSW as the first phase.

One of the key project outcomes will be to provide practical advice to road network agencies and motorway operators, to assist them prepare for broader introduction of autonomous vehicles in NSW. The Centre for Road Safety carried out risk assessments of the vehicles used in trials, and worked with the Commonwealth Department of Infrastructure, Regional Development and Cities (DIRDC) to develop guidance material to help import highly automated vehicles for trials and research purposes.

## **Cooperative Intelligent Transport Initiative project**

The innovative Cooperative Intelligent Transport Initiative (CITI) project is building Australia's first long term cooperative intelligent transport systems test bed. Cooperative Intelligent Transport Systems (C-ITS) use wireless radio technology to share information between vehicles and roadside infrastructure such as traffic signals. The information is used to alert drivers about safety critical situations.

This year, the CITI project was expanded to include around 50 light vehicles driven by everyday people in the Wollongong area. Almost 100 vehicles including heavy trucks and buses now have this technology fitted, making the CITI test bed the largest such research facility in the southern hemisphere.

In September 2018, Australia's first connected rail level crossing was also installed on the test bed. This crossing has the capacity to warn drivers of an approaching train up to 400 metres ahead of the crossing point.



## **Post-crash initiatives**

Transport for NSW sponsored a number of Trauma Care workshops for first responders in rural and regional NSW. The workshops conducted by Careflight and coordinated through the NSW State Emergency Service provide information and practical training on managing traumatically injured patients to emergency service personnel who are not medically trained but are often arrive at a crash before medical services.

## **Point to Point – taxis, hire cars and rideshare vehicles**

A new regulatory framework for taxis, hire cars and rideshare commenced on 1 November 2017. This includes a range of safety related requirements, such as specific safety standards, a safety management system, vehicle standards including maintenance requirements, and offences that disqualified drivers from these transport modes. To help ensure vehicles modified to fit digital displays meet the specified requirements, Transport for NSW is working with Roads and Maritime Services to have the modification deemed to be significant, to ensure the subject vehicle is assessed and certified under the Vehicle Safety Compliance Certification Scheme.

## **Telematics pilot**

Telematics is widely used internationally in the motor vehicle insurance industry to record and rate driver behaviour, (such as speed, acceleration, braking and turning) and can provide real-time feedback. Young drivers from Western Sydney and regional NSW have been enrolled in the largest telematics research study in Australia, participating in a trial of telematics devices in their cars to evaluate the road safety benefits. The pilot program will run for a period of six months with up to 1,000 drivers under the age of 25 participating.

## **The Australian Naturalistic Driving Study**

The Australian Naturalistic Driving Study (NDS) aims to understand what people do when driving their cars in normal and safety-critical situations. The information provided by the study will be used to develop new road safety initiatives. Transport for NSW carried out risk assessments of the vehicles used in trials, and worked with DIRDC to develop guidance material to help import highly automated vehicles for trials and research purposes.

Data collection from 348 vehicles for the project was completed in December 2017. The data upload to the Virginia Tech Transportation Institute (VTTI) database was completed in May 2018, and more detailed analysis of the data is underway.

# Building a safe future

As the NSW population, road network and trips continue to grow, the Road Safety Plan 2021 highlights the opportunity and need to make sure new and upgraded roads are safe by designing in the latest proven safety features. How we plan, develop, design, operate and maintain roads is fundamental to ending road trauma. Smarter and integrated planning can prevent crashes from occurring.

If a mistake happens, better road design can mean that the impact of the crash doesn't result in death or serious injury.

During 2017-18, the following actions were undertaken to deliver this priority area:

## Assessment of roads

In April 2018, Transport for NSW completed an assessment and mapping of safety features on the state road network in NSW. This information helps with understanding the safety features of different parts of the state road network, and supports the development of targets to drive the investment strategy.

Under the Plan, the NSW Government has committed to setting targets for the proportion of travel on four and five-star roads, and the proportion of the road network with safety features, including median and roadside barriers, and this work is an important step in setting those targets.

## Supporting safer road design

Not all roads require the same design to be safe. That is, a high speed motorway needs very different features compared to a local street to make it safe, because the speeds travelled on them and the mix of people using them is very different.

During 2017-18, Transport for NSW and Roads and Maritime Services developed a *stereotype road cross section* for rural roads with a road classification of 3R and 4R roads<sup>29</sup> (that is, 5000 km of two-lane, undivided roads). These roads represent 35 per cent of the state road network in length and carry over

60 per cent of the traffic volume with an increased risk of head-on crashes. The *stereotype road cross section* describes the ideal safety features of these roads, which then helps road designers, network planners and asset managers to evaluate the safety performance of the road before a crash happens.

## Route Safety Review Practitioner Guide

In May 2018, a *Route Safety Review Practitioner Guide* was developed to ensure an effective and consistent approach towards route upgrades within NSW. The Guide incorporates a Safe System approach (i.e. taking into account road users, speeds, vehicles and road design), and aims to assist practitioners to identify, scope, develop and deliver route-based safety projects. A route based approach increases the opportunity for consistency which makes the road environment predictable for road users, and therefore, more safe.

## Safe System training

Transport for NSW continued to facilitate Safe Systems training to the Roads and Maritime Services' *Road Practitioners Guide*. This is targeted as an introduction to Safe Systems and to complete a *Safe Systems Assessment Framework* to maximise outcomes across a range of projects. Several workshops have been rolled out targeting road practitioners working in Regional Maintenance and Delivery, Network and Safety, Assets, media and other teams across Roads and Maritime Services' regions.

## Barrier and signage testing

As noted earlier, Crashlab undertook six roadside barrier and other infrastructure tests for a range of clients including Transport for NSW. This testing assists with ensuring that barriers and signage are as safe as they can be and that NSW takes advantage of and leads the latest infrastructure innovations.

29 NSW Roads and Maritime Services (RMS) have adopted six rural road classes for state roads under its management responsibility. For example, 6R roads have the highest safety standards to accommodate for the traffic volumes and their criticality for the movement of people, goods and services (e.g. Hume Highway and Pacific Highway).

# A strong evidence base

NSW has one of the most comprehensive crash data information resources in the world. It draws on a range of sources including NSW Police Force crash reports, Roads and Maritime Services licensing and infringements, vehicle registration, NSW Health hospital data and drug and alcohol test results, NSW Ambulance Services data, State Insurance Regulatory Authority (SIRA) Compulsory Third Party claims information, Lifetime Care and Support cases, vehicle safety features dataset, road conditions and a few other datasets.

## Crash data

During 2018 the quality, breadth and availability of NSW crash data continued to be improved through:

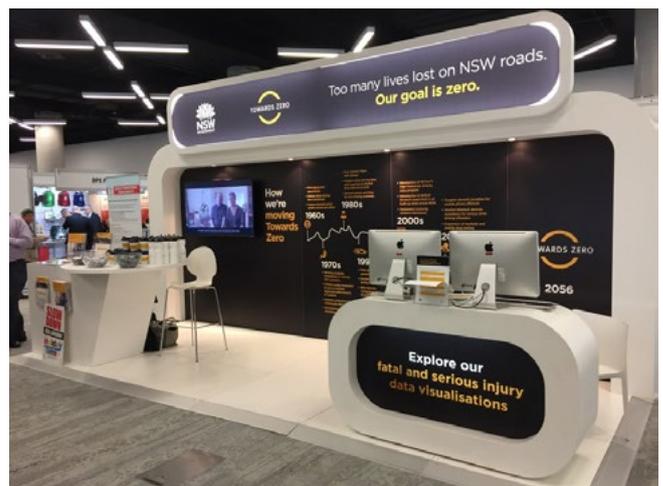
- The integration of NSW Ambulance Service data into the data linkage program to further enhance the quality and completeness of serious injuries evidence.
- Enhanced data visualisations for Transport for NSW, NSW Police and local government practitioners to better target their business needs.
- Updating the Vehicle Specifications Database (VSD) Program which contains information about registered light vehicles and light vehicles involved in crashes. These data assist road safety practitioners to investigate the role of vehicle design in crashes and their outcomes.
- To encourage and support the use and analysis of serious injury data a Quarterly Bulletin of Serious Injury Crash Data was published on the Centre for Road Safety website – [roadsafety.transport.nsw.gov.au](http://roadsafety.transport.nsw.gov.au). The bulletin is promoted through a monthly newsletter and social media content. Serious injury data was also promoted at the NSW Government’s stand at the Australasian Road Safety Conference held in October 2018.

Transport for NSW continued publication of interactive data visualisations to provide evidence for organisations, researchers and the general public to help with the development of education resources, research and road safety programs and initiatives. The crash and casualty statistics included: road users by behavioural factors in crashes and fatality trends by

gender; road user or region; serious injuries crashes and casualties; and Local government area crash characteristics including maps.

During October 2018, NSW hosted the Australasian Road Safety Conference in Sydney, with a theme of *Towards Zero: Making it happen*. The NSW Government was a platinum sponsor of the event, which is the largest road safety conference in the Southern Hemisphere.

The conference brought together around 700 researchers, practitioners and policy-makers from Australia and New Zealand to help tackle road trauma. NSW was well represented in presentations across the three days.



# Community road safety fund expenditure 2017-18

The Community Road Safety Fund was established by legislation in 2012 and came into effect in 2013, and includes (but is not limited to) all speed camera detected and red light running fines. The total Community Road Safety Fund expenditure for the 2017-18 financial year was \$256.8 million, of which \$165.4 million came from camera revenue. The table below details the allocation of funding.

Community Road Safety Fund	2017-18 Actual Million
<b>NSW Safer Roads Program</b>	
• State Black Spot	16.6
• High risk curves program	9.5
• Fatigue program	8.4
• Route reviews	2.3
• Local Government Safer Roads	6.5
• Motorcycle safety infrastructure program	1.6
• Intersections safety program	9.7
• Pedestrian program	3.6
• Aboriginal program	1.3
• Cycling safety program	0.5
• Fatal crash response	1.6
• Regional Projects Allocation	5.5
• Run Off Road Head On program	0.3
• Vehicle Activated Signs	0.6
<b>Total Safer Roads Program</b>	<b>68</b>
<b>Other Road Safety Programs</b>	
<b>Enhanced Enforcement Program/Police Funding</b> (Police operations)	28.5
<b>Road Safety Public Education Campaigns and Sponsorship</b>	24.4
<b>NSW Speed Camera Program</b> (Camera program rollout and maintenance)	48.4
<b>Speed Zone Management</b> (Speed zone reviews and expansion of 40km zones)	4.9
<b>Safety Around Schools</b> (Infrastructure treatments, crossing supervisors)	24.1
<b>Road safety education</b> (School and early childhood)	6.1
<b>Safer Drivers Course</b> (Continued delivery)	4.3
<b>State wide and national safety projects</b> (Resourcing, research, evaluation, policy development)	27.1
<b>Roads and Maritime Services</b> (Regional operations and programs)	16.1
<b>Local Government Road Safety Program</b> (Road safety officers)	4.9
<b>Grand Total</b> (Excludes Federal and State direct funding on projects)	<b>256.8</b>

**Transport for NSW, Centre for Road Safety**

**T 02 8265 7149 F 02 8202 3809**

**E [roadsafety@transport.nsw.gov.au](mailto:roadsafety@transport.nsw.gov.au)**

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

Level 4 18 Lee Street Chippendale NSW 2008 | PO Box K659 Haymarket 1240

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