



Transport
for NSW

Centre for Road Safety

NSW Road Safety Progress Report

For the NSW Parliament
2014/2015 Activities



June 2016

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Minister's Message



When it comes to road safety, government cannot do it alone — we need the experts, researchers, advocates, community groups and a collaboration of government agencies to help drive down fatalities and serious injuries — not just here in NSW but across Australia. Reducing road

trauma is not about what any one jurisdiction or community group is doing — it is what we are collectively doing.

This report assesses the progress that we have made during 2014/2015 with a record of our activities in the last financial year. We have achieved this progress by maintaining existing partnerships and building new ones. The NSW 2014 road toll was the lowest on record and although the result in 2015 was disappointing, with 41 more fatalities than 2014, it was still the third lowest annual rate ever. We are working hard to further reduce the number of fatalities and serious injuries — through record investment, innovation and technology, mammoth infrastructure activity, improved legislation, high visibility enforcement and education. The Community Road Safety Fund, created in 2013, receives all red-light and speed camera revenue; last year the Fund assisted me to make the largest investment in road safety ever.

Technology and research will continue to be a strong focus. An example of our commitment in this arena is our FleetCAT trial of collision avoidance technology systems in the NSW Government vehicle fleet, where audio and visual alerts warn the driver of potential crashes.

The Government has made a strong commitment to protect people on NSW roads. I am proud to have now delivered school zone flashing lights to all schools in NSW. A \$10 million boost to safety around schools that I announced in February 2015 is also providing a second set of flashing lights for up to 400 schools along with improved pedestrian safety infrastructure.

New alcohol interlock laws commenced where NSW drivers convicted of high-range, repeat or other serious drink driving offences face court orders to fit alcohol interlock devices to their vehicles.

We know that enforcement and education is making a real difference in targeting unsafe behaviour on our roads. We spent \$30 million on enhancing NSW Police activities in 2014/2015 and our campaigns continue to be highly effective.

In the next ten years, Sydney's population is projected to grow by a million people and the NSW economy will be thriving. More people will be on our roads — as drivers, motorcyclists, bicycle riders and pedestrians — which will naturally create new road safety challenges. We will continue to do our part by working harder than ever to drive the road toll down because one life lost is one too many. Now all those who flout the law and put themselves, their families and their communities at risk need to do their part. We won't give up.

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

The Hon. Duncan Gay MLC
Minister for Roads and Ports
June 2016

Road Safety Targets and Outcomes

2014/2015 Road Safety Targets and Outcomes

In 2012, the NSW Government released the NSW Road Safety Strategy for 2012-21.

Our approach accepts human error is inevitable, acknowledges these errors should not result in fatal or serious injury, and recognises safe travel is a shared responsibility between road users, road and vehicle designers and operators.

The Strategy's targets are ambitious. By 2021, we aim to reduce annual road fatalities and serious injuries by at least 30 per cent.

Our progress towards these targets has been measured by using historical trends and data for the 2015 calendar year for fatalities and the 2014 calendar year for serious injuries.

To achieve these targets, the NSW Government is implementing a number of action plans and activities.

Fatalities

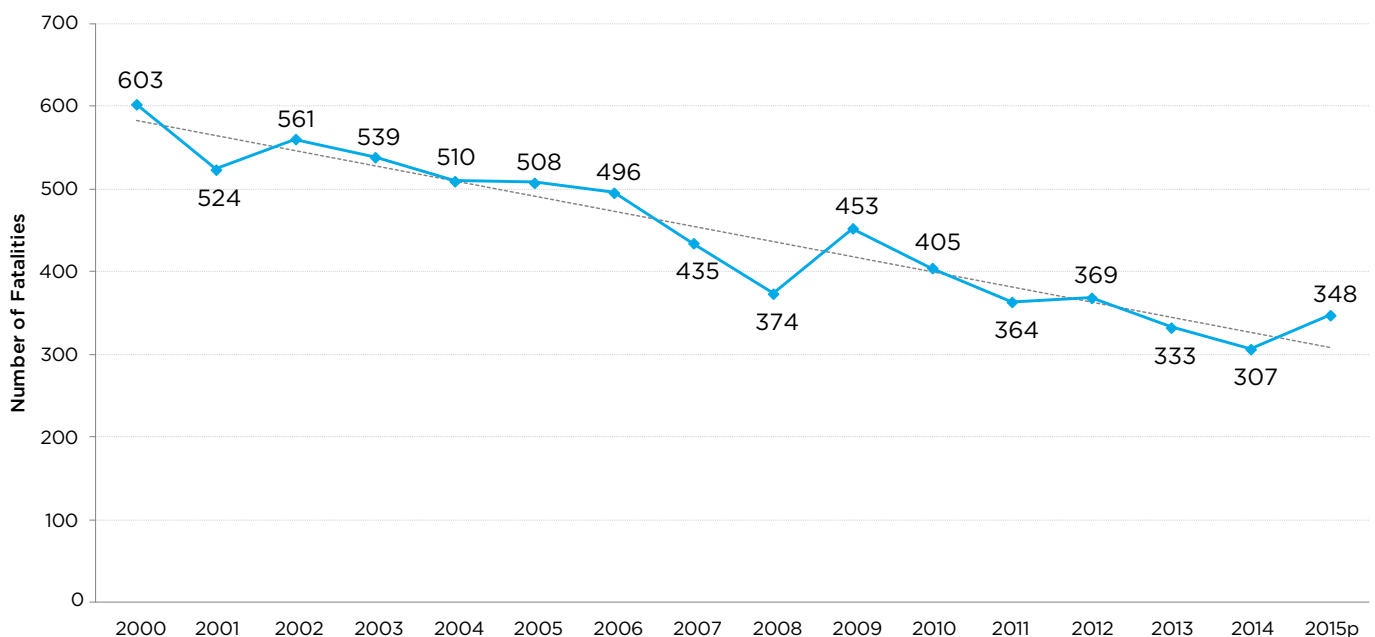
The provisional data for 2015 shows the NSW road toll was 348 fatalities, 41 more than 2014, and the third lowest NSW road toll since 2000 (which had 603 fatalities).

The 2015 road toll, although disappointing following a record low in 2014, still demonstrates significant progress. Since 1923, the population has grown by 5.3 million and there are about 5 million more motor vehicles on our roads.

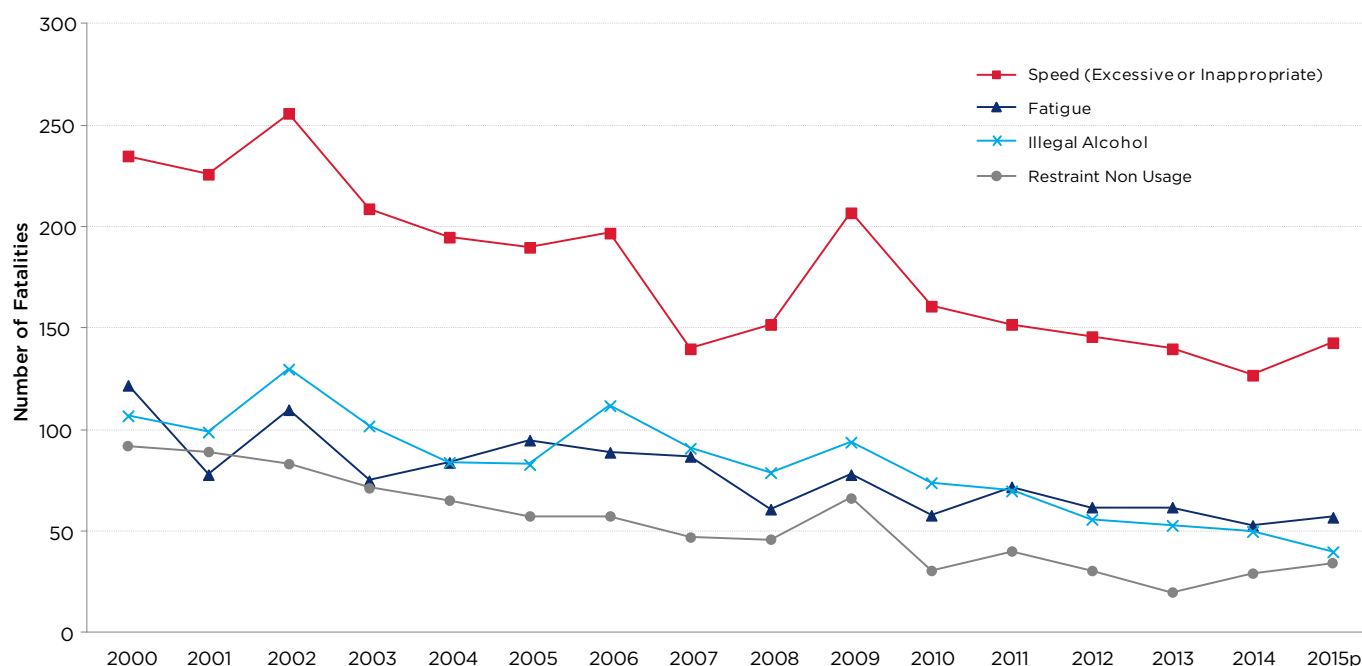
In 2005, 508 people were killed on our roads. This means that over the last decade, the road toll is down by 160, more than 30 per cent. In 2015, the fatality rate was 4.6 fatalities per 100,000 population. This is the third lowest fatality rate since records began in 1908. Compared with the record low figures in 2014, there were more pedestrian, passenger, motorcyclist and P-plate driver fatalities.

Encouragingly there were decreases in bike rider fatalities and ten less fatalities in the 21 to 25 year old age group. However the number of older road users killed aged 70 or over increased from 60 in 2014 to 76 in 2015. There was also an increase in the number of fatalities of vehicle occupants not wearing an available restraint, increasing from 29 in 2014 to 34 in 2015.

Fatalities in NSW 2000 – 2015



Fatalities in NSW, Behavioural Factors, 2000 – 2015



The leading behavioural factors involved in fatalities (excessive or inappropriate speed, fatigue, illegal alcohol and restraint non usage) have all trended downwards since 2000. While the overall road toll decreased by 42 per cent between 2000 and 2015, alcohol related fatalities have decreased by 63 per cent and fatigue related fatalities decreased by 53 per cent over the same period. Despite an increase between 2014 and 2015, the trend for restraint non usage fatalities declined by 63 per cent between 2000 and 2015.

Serious Injuries

While fatality data has been available and reported in relation to NSW's progress towards the Strategy's 2021 fatality targets, reliable serious injury data has only recently become available.

In 2015, supported by NSW Health, a data linkage project was finalised and enabled us to report on data for the nine-year period 2005 to 2013.

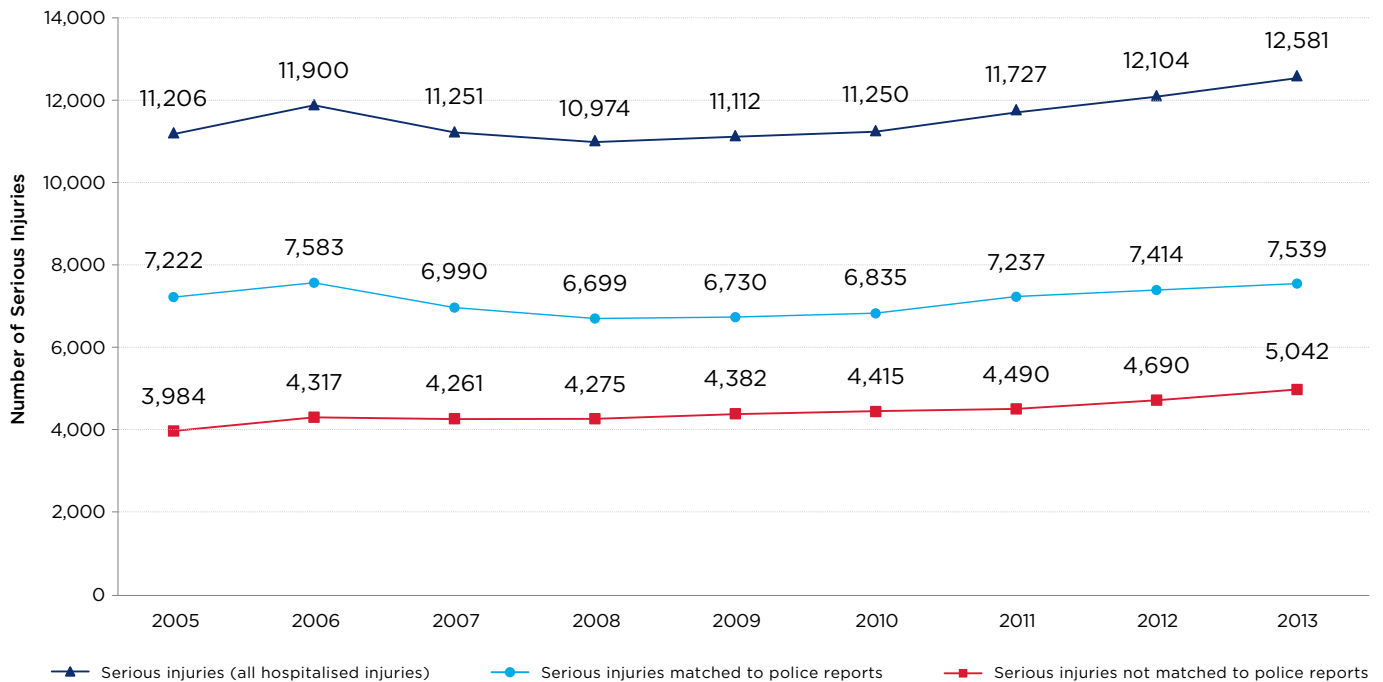
Serious injuries (all hospitalisations) are defined as persons with a hospital admission record arising from a land transport accident on a public road. These include those persons who are matched to a NSW Police crash record as a casualty* or a traffic unit controller** which was matched to a hospital admission record on the same or following day and who did not die within 30 days, as well as those persons whose hospital admission records could not be matched.

In contrast to the decreasing trends for fatalities over the period 2005 to 2013, there has been a 12 per cent increase in the number of serious injuries (total hospitalisations) over the same period.

* Casualty — A person who is identified by the NSW Police as a fatality or an injury arising as a result of a road traffic crash, where a fatality is somebody who dies within 30 days of a crash as a result of injuries received in that crash

** Traffic unit controller — A person who is identified by the NSW Police as a pedestrian, a driver (not passenger) of a motor vehicle, a rider (not passenger) of a motorcycle or pedal cycle or horse.

NSW Serious Injuries, 2005-2013



Preliminary analysis of the characteristics of serious injuries has identified a number of differences compared with the characteristics of fatalities. In particular, serious injuries are more likely to occur in urban areas, on low speed roads, on local roads and at intersections.

The data linkage project has provided a better understanding of road trauma in NSW and the high cost to the community. This serious injury data will now be used to review the NSW Road Safety Strategy and action plans. Serious injury data will also be included in assessments for funding Blackspot programs, NSW Safer Roads program and speed cameras. The data will also be used to identify trends in serious injuries and monitor the effectiveness of programs and campaign outcomes.

While the most recent fatality rate (4.6 per 100,000 population in 2015) suggests that NSW is on track to meet the fatality rate target of 3.4 by 2021, progress towards the serious injury rate target has been more challenging. In 2013 the serious injury rate (total hospitalisations) was 170 per 100,000 of the population, a result 8 per cent above the 2008 to 2010 three-year average baseline rate of 158 per 100,000 population. The 2021 serious injury rate target of 95 per 100,000 population by 2021 (based on an expected population of 8.15 million) is quite a challenge, given the serious injury trends since 2010.

Improved road safety crash data

As well as the serious injury data linkage project, Transport for NSW has also:

- Developed a dataset for vehicle safety analysis by linking car safety specifications data to crash data
- Linked crash data to drug test results of drivers involved in fatal crashes, enabling analysis of the presence of illicit drugs in NSW fatalities.

All our data improvements will allow us to design initiatives that effectively reduce fatalities and serious injuries.

NSW Road Safety Strategy and Action Plans

The NSW Road Safety Strategy utilises the global approach of Vision Zero, aiming to reduce the likelihood of all crashes and the severity of those that occur. The Strategy now has a suite of complementary action plans to deliver road safety outcomes against these targets. Key government, non-government and private sector stakeholders were engaged during the development of these action plans and continue to support NSW Government action through working groups.

Key Achievements of the NSW Road Safety Strategy and Actions Plans

- Launch of first comprehensive matched hospital data on serious injury trends
- Phased delivery of flashing lights to all schools in NSW with school zones
- Commitment to roll-out of additional sets of flashing lights for over 400 schools with multiple entrances at high risk locations
- Fixed speed camera locations produced a 38 per cent reduction in the number of casualty crashes, a 91 per cent reduction in fatalities and a 42 per cent reduction in injuries
- 213,000 additional NSW Police road safety enforcement hours, which delivered 134 additional Police operations, seven major route operations and seven state-wide operations
- Commitment to triple driver drug testing each year, to deliver over 97,000 tests by 2017
- Tougher laws passed by Parliament to prosecute drug and alcohol impaired drivers from February 2015
- Establishment of 40km/h speed zones in Sydney CBD
- Launch of the first Community Road Safety Grants
- Promotion of safer vehicles with over 6,000 tests of helmets, restraints, barriers and vehicles in our Crashlab, including 54 full-scale crash tests
- Release of the Used Car Safety Ratings

- The launch of Australia's first Co-operative Intelligent Technology Systems road safety test-bed in NSW, with 150 heavy vehicle drivers trained, 26 heavy vehicles fitted out and a 2,300 kilometres road network that is technology enabled.
- A total of \$57 million invested in NSW Safer Roads, with \$24 million of this spent on high risk black spots
- Planned pedestrian safety initiatives including increased pedestrian protection, with changes to signal phasing at over 500 intersections and the roll-out of pedestrian countdown timers
- New road safety campaigns including *Ride to Live* for motorcyclists and *On the Road 65Plus* for older people.
- Launch of Safety Town for schools and parents/carers

Safe Systems approach to addressing road safety issues

The NSW Road Safety Strategy 2012-2021 is underpinned by the Safe System approach to improving road safety. This approach takes a holistic view of the road transport system and the interactions among the key components of that system — the road user, the roads and roadsides, the vehicle and travel speeds. It recognises that all components of the system have a role to play in helping to keep road users safe.

Pedestrian Safety Action Plan Implementation

The Pedestrian Safety Action Plan was released in May 2014 to support the goals of the NSW Road Safety Strategy.

Key achievements in 2014/15:

- Trial of countdown timers in November 2014 at six intersections in Sydney Parramatta and Chatswood CBD completed and commitment to roll out timers at 29 intersections in 2015/16
- \$5 million program to make signalised crossings safer for pedestrians at 560 locations
- 40km/h speed limit established in the centre of Sydney CBD
- Low speed pedestrian crashes working group established.

Cycling Safety Action Plan Implementation

The Cycling Safety Action Plan 2014-16 was also released in May 2014. It was developed in consultation with all key road user groups, including bicycle rider user groups and safety advocates.

Key achievements in 2014/15:

- \$2 million of safe cycling infrastructure
- Development of the *It's a Two-Way Street* education and behaviour campaign in partnership with the Amy Gillett Foundation
- Enhancing the partnership with the Amy Gillett Foundation — outdoor billboards, radio and print media, using the message *It's a Two-Way Street*
- NSW Drive and Ride Rules animations released
- Ongoing targeted enforcement by NSW Police of serious safety risk bicycle rider offences (such as not wearing a helmet)
- Three research projects into safety on shared paths informing the development of updated policy
- Cycling Safety Roundtable — all key road user stakeholder groups, and representatives of NSW Government agencies.



Motorcycle Safety Strategy initiatives

Motorcycle Safety Action Plan Implementation

Key achievements in 2014/15

- NSW's biggest-ever motorcycle risk management campaign *Ride to Live* was launched in November 2014
- 99,000 users spending an average of over three minutes on the new *Ride to Live* website
- 70,000 online hazard tests completed
- 277,000 YouTube views of the TV ads
- High rates of recognition by riders
- Sponsorship of Motorcycle Awareness Week in October 2014 — annual event run by the Motorcycle Council of NSW
- Motorcycle road safety audits and improvement works on popular routes
- Safety phones and a solar panel installed along Putty Road
- Under-run barrier systems testing completed
- Completion of field work and analysis for an in-depth motorcycle crash study
- Fatigue and returning riders literature reviews completed
- Consumer Rating Assessment of Helmets (CRASH) program and website continuation

- Research on helmet attachments completed
- Collaboration with Transport Accident Commission (TAC) on protective gear and safety features and a planned pilot test program to assess motorcycle protective clothing.

Motorcycle lane filtering

- From 1 July 2014 NSW became the first Australian jurisdiction to make motorcycle lane filtering legal. The law allows riders to move between stationary and slow moving traffic while travelling at speeds below 30 km/h when it is safe to do so.
- A new offence called lane splitting was also introduced on 1 July 2014. It penalises motorcyclists who move alongside vehicles while travelling at more than 30 km/h.
- Lane filtering is a major focus for motorcycle riders, with Transport for NSW's lane filtering animation viewed over 60,000 times.

Other motorcycle safety initiatives

Across NSW Roads and Maritime Services road user safety teams worked with motorcycle stakeholders to improve motorcycle safety and awareness.

Roads and Maritime Services staff worked with engineers to provide information on route selection and enhancements with signage and message boards.

An interactive mapping tool was produced, allowing motorcyclists to help identify hazards on specific routes and high-risk locations.

The mapping tool improves understanding and collation of motorcycle crashes (which are typically under-reported) and provides defined location details of crashes (particularly in mountainous areas).

Aboriginal Road Safety Action Plan Implementation

The NSW Aboriginal Road Safety Action Plan was released in December 2014 to improve road safety for Aboriginal people. The Plan will continue to deliver much needed support for Aboriginal communities, such as the Sober Driver Program, which had 293 Aboriginal participants up to the end of 2014.



Aboriginal Child Restraints Program

Key Achievements in 2014/15

- 47 Aboriginal bicycle safety programs were delivered to 910 participants in 44 communities. Through this program 930 bicycle safety kits were distributed, including 2,300 helmets, 860 high-visibility shirts and 630 'Bring the Mob Home Safely' T-shirts.
- Increase access to licensing system for Aboriginal and other disadvantaged people
- 224 Learner licences administered
- 161 Provisional (P1) licences administered
- Over 3,100 driver/mentor supervised driving hours completed
- 371 young Aboriginal learner drivers completed the Safer Driver Course
- \$200,000 partnership between the Aboriginal Health and Medical Research Council and Roads and Maritime Services to distribute and fit child car seats. In 2014/15, 17 workshops were delivered and 846 child car seats were supplied.
- Sponsorship of the Adam Goodes Talent Program

Breakdown Safety Strategy

In August 2013, the NSW Government changed the law (clause 117 of the Road Transport Act 2013) to make it clearer to drivers that negligent, furious and reckless driving offences apply to drivers who fail to exercise caution when they approach or pass a broken down vehicle or traffic incident.

Key achievements for 2014/15

- 3.9 million glove box Breakdown Safety Guides circulated
- The NSW Road Rules changed to allow motor breakdown services such as tow trucks to travel in the breakdown lane or shoulder, when attending a breakdown or crash
- More than 12,500 views for the 'Slow Down and Give Us Space' video
- Continued to support National Road Safety Week with SARA group, using the *Drive So Others Survive* campaign.

Development of the Bus Safety Action Plan

The Bus Safety Action Plan was finalised and endorsed in May 2014. It was developed in collaboration with a range of stakeholders including Transport for NSW, State Transit Authority, Roads and Maritime Services and NSW Police.

The actions contained in this plan have been developed based on evidence including crash data, research, and reported incidents to State Transit Authority. Issues to be addressed include:

- Pedestrian safety around high traffic areas with buses
- Passenger safety, including a focus on vulnerable customers
- Increased visibility of buses
- Bus safety management practices
- Communications around sharing the road with buses
- Infrastructure treatments to protect pedestrians
- Ongoing enforcement of rules and regulations
- Trialling new and innovative vehicle safety technologies.

The action plan recommends a range of actions to be addressed over the next two years. The implementation and monitoring of these actions will be coordinated by the Centre for Road Safety, Transport for NSW.

Safer Speeds

Speed Camera Strategy Implementation

The performance of speed cameras is reviewed annually by Transport for NSW.

In early 2011, there were 141 operational fixed speed camera locations and by 30 June 2015, there were 105 operational fixed speed camera locations, including seven in warning mode. This includes one new fixed speed camera installed on the Pacific Highway, North Macksville in early 2015 with community support to address the risk of heavy vehicle speeding. The ten highest infringing red-light speed cameras all have high compliance rates with more than 99 per cent of drivers passing the cameras without being infringed for red-light running or speeding.

The 2014 Speed Camera Review found that at fixed speed camera locations there has been a 38 per cent reduction in the number of casualty crashes, a 91 per cent reduction in fatalities and a 42 per cent reduction in injuries.

Of the 94 fixed speed camera locations assessed in the annual review, 86 were found to offer continued road safety benefits. Seven locations have been identified for removal or comprehensive review.

The Review also found that at red-light speed camera locations there has been a 34 per cent reduction in casualty crashes, resulting in a 39 per cent reduction in casualties. This includes a 44 per cent reduction in pedestrian casualties.

21 new red-light speed cameras were installed during 2014/2015, with a further 14 under construction in 2015/2016, making a total of 161 locations operational. Site selection for the program is ongoing.

The effectiveness of the mobile speed camera program is demonstrated through the ongoing low road toll in 2014, with a 39 per cent reduction in speed-related fatalities from 2009 to 2014, a high compliance rate at mobile speed camera locations and a reduction in speeding across the road network measured by annual speed surveys.

The mobile speed camera program continues to operate at the full program size of 7000 hours of enforcement per month, state wide. Over 99 per cent of motorists that passed a mobile speed camera in 2014/2015 were not infringed for speeding.

Preliminary analysis of point-to-point speed enforcement lengths in the Review shows that there has been a low number of heavy vehicle crashes since camera operation, and infringement data shows a high level of compliance.

The first point-to-point enforcement lengths in NSW were installed in 2010 and target heavy vehicle speeding. As the post-installation period of all lengths is four years or less, this is an insufficient time period to assess the performance of most individual lengths. However, preliminary analysis shows that there has been a low number of heavy vehicle crashes over the point-to-point lengths since camera operation. Infringement data for average speed offences show a high level of compliance and a low number of infringements. There were 24 lengths installed at the end of 2014.

NSW's 25th point-to-point enforcement length targeting heavy vehicle speeding commenced operation on the Great Western Highway between Mount Victoria and Lithgow in early 2015.

Across NSW, 180 speed zone reviews were conducted. The reviews resulted in the implementation of 120 speed limit changes to enhance road safety and speed zone consistency.

All the revenue collected from speed cameras goes into the Community Road Safety Fund and, topped up by Treasury, enables our investment in road safety that grows year on year and many of the initiatives detailed in this report.

Safer People

Safer People activities create behaviour change via enforcement, licensing, information and education, communications campaigns and legislation

Young Children

They're counting on you — driveway safety

This child safety message has been used in the first ever driveway safety campaign produced by the NSW Government featuring TV personality Scott Cam. The campaign has tested well with audiences and highlights the need for child supervision around driveways. It also suggests ways to help prevent driveway accidents from happening. The video can be seen at drivewaysafety.nsw.gov.au.



Scott Cam with Emma and Peter Cockburn from the Georgina Josephine Foundation, helping to promote driveway safety

They're counting on you — child car seats

The campaign started in June 2014 with displays in Westfield shopping centres to support the launch of our new Child Car Seats website (childcarseats.com.au), where parents and carers can compare the price and safety ratings of more than 190 different types of seats and find Authorised Restraint Fitting Stations. The website has had more than 400,000 visits in the first year and encourages the correct use of child car seats.

Occupant restraint operations

Roads and Maritime Services Road User Safety teams across NSW continued to implement the Occupant Restraints Program to develop strategies and activities to increase occupant restraint use.

Publicity campaigns, including support for enforcement activity, provide information on occupant restraint wearing.

In partnership with local council Road Safety Officers, Roads and Maritime Road User Safety teams provide education about child restraint fitting stations and work with local police to implement seat belt enforcement campaigns.

Projects delivered across NSW include:

- Promotion of local restraint enforcement activities and penalties for not wearing a restraint
- Promotion of authorised fitting stations to parents and carers
- Promotion of authorised fitting stations and/or projects targeting parents and carers in local media.

School-aged children

Walk Safely to School Day

Walk Safely to School Day (WSTSD) was on Friday 22 May 2015 and was once again supported by TfNSW. The event was in its sixteenth year and offered schools and communities the opportunity to focus on safe routes to school and children's road safety skills acquisition.

Safety around schools

Roads and Maritime Services continued to deliver projects to increase safety around schools. These included installing signs, minor infrastructure treatments and working with schools in relation to road safety. In Sydney Region, Roads and Maritime installed a pedestrian fence on the kerbside of the Princes Highway outside James Cook Boys Technology High School. The pedestrian fencing was installed to direct students exiting the school to a safe crossing point on Princes Highway, and to protect students using the bus stop outside the school.

School flashing lights program

On 11 February 2015, the NSW Government announced a \$10 million increase in funding to further improve safety around schools. The new program will include \$5 million for the installation of an additional set of flashing lights outside at least 400 schools in NSW with multiple entry points. There is a further \$5 million to improve pedestrian safety infrastructure around schools, such as raised zebra crossings and pedestrian refuges, as well as improved signage to enhance drop-off zones and visibility.

The rollout of the school zone flashing lights program by Roads and Maritime Services is a key action in the NSW Road Safety Strategy for enhancing the visibility of school zones. Since the start of the expanded program in July 2014, to 30 June 2015, flashing lights have been installed at 1133 school zones, covering 1161 schools out of nearly 1700 schools in the state.

Online and printed resources for teachers, students, parents and carers

In early 2014 Transport for NSW produced its first online interactive road safety resource for Primary Schools with the Safety Town website. Safety Town includes interactive road safety teaching and learning resources for Year 5 and 6 students. The online activities help students learn about seatbelt safety, bus safety, pedestrian safety and safety on wheels.

New resources are currently being developed for primary school years, Kindergarten to Year 4, which will be added to Safety Town in 2016.

In 2015 Transport for NSW also produced online teaching resources for high schools with the 'On the Move' website. This site includes information on passenger safety, pedestrian safety, bike safety and other issues such as drink driving, drug driving and speeding, which are all areas of focus for students in senior years travelling in vehicles and learning to drive.

In October 2014, Kindergarten Orientation Day packs were distributed with a *Safety Around Schools Guide* for parents, safety stickers and height charts guiding parents when their children should move to the next car seat appropriate for their age. In 2014-15 more than 92,000 Orientation Day packs were provided to Kindergarten students to take home.



Safety Town resources

Younger drivers

bstreetsmart event

The annual *bstreetsmart* event, which Transport for NSW supports with NSW Health to educate high school students of the realities of road crashes, was held over three days in August 2014. It included Crashlab displays and a presentation by Transport for NSW to about 18,000 high school students (6000 per day).

At the event, the Premier announced funding for Bstreetsmart for a further four years.

Graduated Licensing Scheme

A National Graduated Licensing Scheme (GLS) framework was developed by Transport for NSW on behalf of the Austroads Safety Taskforce, in collaboration with other Australian jurisdictions.

The framework provides guiding principles to improve GLS schemes across jurisdictions. The goal is to ensure all jurisdictions move towards best-practice GLS schemes that maximise road safety benefits for young people.

The framework was presented at the Transport and Infrastructure Council in November 2014, and was endorsed by all Australian jurisdictions. It was then published in early 2015.

Safer Drivers Course for learner drivers

The Safer Drivers Course was launched on 1 July 2013 as an option to help prepare learner drivers become safer drivers as they progress to driving solo as a provisional licence holder.

Since the course commenced in July 2013 to July 2015, more than 28,000 learner drivers across NSW completed the course and progressed to their provisional licences. This represents an average of 18 per cent of eligible NSW learner drivers.

In 2014/2015, an average of 22 per cent (18,295) of eligible learner drivers completed the course and progressed to their provisional licences.

Helping parents teach Learner drivers



The Arab Council Australia delivering “Helping Learner Drivers become Safer Drivers” to their community members

To assist the parents’ of learner drivers, Road User Safety staff at Roads and Maritime Services ran *Helping Learner Drivers becoming Safer Drivers* workshops across NSW. More than 170 workshops across the state were delivered, including 29 to non-english speaking communities and remote Aboriginal communities.

In Roads and Maritime’s five-year partnership with the Arab Council Australia, more than 100 *Helping Learner Drivers becoming Safer Drivers* workshops have been held for non-English speaking participants across Sydney Region.

The close partnership with multicultural and community organisations ensures more people from diverse backgrounds participate in NSW road safety programs. This is another good example of the community benefits that can be realised through strong collaboration.

Older drivers

On the Road 65Plus

Older drivers are over-represented in casualty crashes. While there was a nine per cent reduction in the number of all drivers involved in casualty crashes

over the past five years, between 2009 and 2013, over the same period, there were substantial increases in the number of older drivers involved in these crashes:

- 17 per cent increase for drivers aged 75+
- 78 per cent increase for drivers aged 85+

As a result, Transport for NSW produced a comprehensive communication and education resource, *On the road 65Plus*. The resource covers how changes in health can affect abilities as a road user, information on safer driving habits, walking safely, using public transport safely, licensing options, planning to retire from full-time driving, choosing a safer vehicle, other transport options and using mobility scooters safely.

The guide also helps people over 65 years of age and their families and carers understand how dementia can affect road user skills and how to plan ahead to maintain mobility and independence.

Highlights of the resource include:

- More than 50,000 booklets distributed during Seniors Week
- Educational workshops delivered through RMS regions and the Local Government Road Safety Program
- On-line medical reporting and improve the use of the Austroads ‘fitness to drive’ guidelines among health professionals
- Research on self regulation and in-vehicle technology completed
- Development of a comprehensive travel training resource commenced to support people to travel safely and independently on the NSW public transport system.



Older driver

Enhanced NSW Police presence

High visibility police enforcement in NSW is part of a suite of measures to improve road safety and reduce loss of life and injuries from crashes. Operations target dangerous behaviours such as speeding, drink driving, not wearing a seatbelt and driver fatigue.

During 2014/2015, NSW Police carried out 134 additional operations, seven major route and seven state-wide operations funded by the Community Road Safety Fund, including Operation Saturation that targeted areas with a high incidence of serious injuries. The operations resulted in more than 213,000 additional enforcement hours being committed to road safety in NSW.

High visibility wrapping of NSW Police Highway Patrol fleet was completed and there was ongoing regional rollout of drug testing devices and purpose built vehicles throughout NSW

NSW Police Motorcycle Response Team

In 2014/2015, the Motorcycle Response Teams were expanded with additional officers and motorcycles deployed across the Sydney and Parramatta CBDs, and in Bondi, Blacktown, Castle Hill and Kensington. The teams target known trouble spots to improve road safety, ease traffic congestion and reduce dangerous behaviour.

Since their introduction, there has been a significant reduction in pedestrian crashes within the sectors patrolled.

Driver fatigue

The driver fatigue campaign, *Don't Trust Your Tired Self* continued to run throughout 2014/2015. The campaign aims to improve awareness of fatigue and the dangers of driving tired by positioning it alongside other major road safety issues such as speeding and drink driving.

Drivers can visit the website testyourtiredself.com.au to test how tired they might be before driving and importantly, get tips on how to avoid driving tired. Since its launch in December 2013, more than 374,000 people have visited the website, and almost 99,000 users have completed the test (as at 18 June 2015).

Driver distraction

Throughout 2014/2015, the *Get Your Hand Off It* campaign continued to target drivers who use mobile phones illegally while driving. The campaign included three new music videos which were launched in February 2014. Transport for NSW also sponsored Sydney Swans in 2014/15 to promote the *Get Your Hand Off It* message and continued to coordinate the implementation of recommendations from the Joint Standing Committee on Road Safety (Staysafe) report into Driver and Road User Distraction. Transport for NSW is currently developing a Road User Distraction Action Plan to reduce distraction related fatalities and serious injuries on NSW roads.



Don't Trust Your Tired Self campaign

Developments for disadvantaged and Aboriginal drivers

The Centre for Road Safety has created the policy framework for two new initiatives to meet the needs of disadvantaged rural, remote and Aboriginal learner drivers.

The Driver Licensing Access Program allows young people to be supported in gaining their learner and provisional licences through literacy and numeracy support for the Driver Knowledge Test, access to roadworthy vehicles, driving lessons and mentoring.

The Centre for Road Safety also funded the George Institute's program Driving Change (which provides similar support for young Aboriginal learner drivers), in order to improve the evidence base around programs of this kind.

The Safer Drivers Course Initiative for disadvantaged and Aboriginal communities will offer 1,000 free places on the course per year for those with a learner licence, who are under 25 years of age, have completed 50 hours driving time in their log books and who hold concession cards.

Drug driving initiatives

Crash analysis by Transport for NSW identified that at least 245 people died in 219 drug driving fatal crashes on NSW roads over the period 2010–2014. These crashes involved a driver or rider with one or more illegal drugs (cannabis, ecstasy or speed) present in their system.

Fatalities from these crashes make up about 14 per cent of the road toll.

The 219 crashes involved 179 drivers and 41 motorcycle riders with one of these illicit drugs found in their system.

Of the 179 drug drivers involved in fatal crashes, 25 were heavy truck drivers.

An attitudinal survey also found that 30 per cent of NSW drivers who use drugs illicitly admitted to drug driving at some point in the past.

To address this growing road safety issue, the NSW Premier announced in March 2015 that roadside drug testing by NSW Police will increase from around 30,000 tests per year to over 97,000 per year by 2017.

Over 52,000 Mobile Drug Tests were conducted 2014–2015. This increase in Mobile Drug Testing is funded by Transport for NSW and in future will be supported with a public education campaign *MDT — there's no escaping it* — to raise community awareness and deter drug driving.

Transport for NSW also funded the establishment of an Impaired Driving Research Unit at NSW Police from February 2015. The research will help inform enforcement of drug driving by NSW Police and enable Transport for NSW to better understand and develop countermeasures to address drug driving in NSW.

Plan B

The *Plan B* drink driving campaign has helped us lower drink driving fatalities by promoting positive choices for getting home safely after a night out. It reinforces the message that if you drink you should not drive. With practical options to avoid drink driving, *Plan B* takes a humorous approach designed to engage the community about making alternative arrangements to get home after a night out. The campaign emphasises that police mobile random breath testing (RBT) operations can happen anytime, anywhere.



Plan B campaign

Transport for NSW's partnership with the NSW Blues supports the *Plan B* campaign through social media messaging, prominent signs at venues including the Sydney Cricket Ground and ANZ Stadium and Plan B branding on team training gear and uniforms. About 16 per cent of all deaths on NSW roads involve drink driving. The NSW Blues help promote the Plan B message to the community about making

positive choices to get home safely if you have been drinking and has been successful in delivering strong engagement among the young male target audience.

On YouTube the multiple *Plan B* television advertisements have in total received over 3.2 million views since launch.

The message takeout for plan be has continued to be strong with 97% of respondents who had seen the campaign agreeing that the message 'If you're drinking, you need a *Plan B* to get home' was clearly conveyed.

Drink driving and repeat offenders

Transport for NSW partnered with the Department of Justice, Ministry for Police and Emergency Services, NSW Police and Roads and Maritime Services to develop key drink driving and repeat offender initiatives.

The Mandatory Alcohol Interlock Program commenced on 1 February 2015 for all serious and repeat drink drivers. Motorists convicted of serious or repeat drink driving offences are required to participate. It is estimated that up to 6,000 drink driving offenders will be affected by the new laws each year.

From the period 1 February to 30 June 2015, there were 861 interlock orders issued by court, 117 devices installed, and 127 interlock licences issued in NSW.

Additionally, under Increased Traffic Offender Penalties, which began on 1 February 2015, all unrestricted licence holders who twice exceed their demerit point limit in five years must pass a driving knowledge test and complete a driver education program. Provisional licence holders who twice exceed their demerit point limit are required to pass a driving knowledge test.

The Road Transport Amendment (Drug and Alcohol Testing) Act 2014 commenced on 1 February 2015 too, to provide police with greater powers for roadside testing.

Road Rules

The Australian Road Rules 10th amendment package was incorporated into the NSW Road Rules on 1 September 2014.

The NSW Road Rules were remade on 1 November 2014 (NSW Road Rules 2014).

NSW hosted the Australian Road Rules Maintenance Advisory Group in July 2014 for a two-day workshop to develop the ARR 11th Amendment Package; as well as a national distraction working group to review the road rules on mobile phone use and visual display units in vehicles.

Road Rules Awareness Week

Since 2013, Road Rules Awareness Week has given all road users the chance to improve their knowledge of the road rules and learn about new measures. Each year focus is placed on the most misunderstood road rules and provides an opportunity for road users to have their questions answered. In 2015, Road Rules Awareness Week was held in February, featuring the Top Ten Misunderstood Road Rules animations on Transport for NSW's road safety website roadsafety.transport.nsw.gov.au, which have had over 425,000 views to date.

Double Demerits *Think Twice* road safety campaign

In partnership with NSW Police, the Double Demerits *Think Twice* road safety campaign encourages safe driver behaviour on our roads. The campaign ran during public holiday periods in 2015 and reminds drivers and riders that during double demerit periods, the consequences for breaking the road rules are more severe.



NSW Police Highway Patrol

Fatality Free Friday

Fatality Free Friday is an Australia-wide behaviour change initiative organised by the Australian Road Safety Foundation, a not-for-profit organisation. The event was sponsored by Transport for NSW and provides an opportunity to promote road safety messages during this national event.

Fatality Free Friday in the Regions

Charles Sturt University's Wagga Wagga campus event was an innovative regional application of *Fatality Free Friday*. The event had more than 100 students receive road safety information and take the pledge to drive safely on *Fatality Free Friday*.

Roads and Maritime Services staff teams also came together to reflect on their personal responsibility for road safety, with themed barbecues held at Holbrook, Yass, Wagga Wagga and Hay.



Fatality Free Friday in Coffs Harbour

Local Government Road Safety Program

The NSW Local Government Road Safety Program is a partnership between Transport for NSW, Roads and Maritime Services and local councils. The program provides funding contributions of up to 50 per cent toward local road safety projects or council road safety officer salaries.

During 2014/2015, 81 councils participated in the Local Government Road Safety Program with 72 road safety officers, funded by Transport for NSW, delivering a range of localised road safety projects. Participating councils ran a wide range of road safety initiatives, including:

- Promoting of road safety campaigns
- Holding older road user workshops
- Working with local police to support enforcement activity
- Hosting child car seat fitting days

Safer Vehicles

Australian Naturalistic Driving Study

The Australian Naturalistic Driving Study aims to install a wide range of sensors and cameras into 360 private vehicles across NSW and Victoria to study day-to-day driving behaviour. The study is being coordinated by the University of NSW with significant support from Transport for NSW. A dedicated workshop for the project was established in February 2015 with the cooperation of Roads and Maritime Services at Rockdale in Sydney's southern suburbs. The study aims to understand what people do when driving their cars in everyday and safety-critical situations. Results will be used to develop new road safety programs, policies and products that are expected to save many lives and prevent many serious injuries.

Co-operative Intelligent Transport Initiative Project



Co-operative Intelligent Transport Systems

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 (CITS) 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.

The CITI project was expanded in January 2015 to include more than 2,300 kilometres of road network in the Illawarra Region, with the approval of the Australian Communications and Media Authority.

At the end of June 2015, over 150 heavy vehicle drivers had undergone training in the use of CITS and 26 heavy vehicles were fitted with radios. Three signalised intersections are now broadcasting signal phase and timing information and a roadside trailer at the top of Mount Ousley transmits speed zone information directly to trucks descending the mountain. Trucks participating in the project now receive warnings wirelessly through the CITS devices installed in their vehicles for potential intersection collisions or forward collisions, hard braking, exceeding the 40km/h truck speed limit on Mount Ousley and red traffic lights.

Child Restraints Evaluation Program

The Child Restraint Evaluation Program continued, with ratings for six child car seats released in May 2015. For the first time, these included two child seats which can be secured without seat belts and meet international standards (ISOFIX).

Transport for NSW's stand at the 2015 year Royal Easter Show included a display of different child car seats. Representatives from the Accredited Child Restraint Fitting Station Scheme were present to answer questions about fitting child seats into vehicles.

Roads and Maritime Services Road User Safety staff engaged with the public at the 2015 Pregnancy, Babies and Children's Expo. The Expo had a total attendance of more than 20,000 people. Staff provided information on child restraints covering appropriate restraints, appropriate fitting, fitting stations and promoted the **childcareseats.com.au** website.



Roads and Maritime staff at the 2015 Pregnancy, Babies and Children's Expo

Australasian New Car Safety Ratings (ANCAP)

Transport for NSW has continued to be a key contributor to and is a member of the ANCAP Board, Council and Technical Group. In 2014/2015, ANCAP released safety ratings for 42 light vehicles. The success of ANCAP can be gauged by latest sales figures: In 2015 up until the end of June, of the 563,000 passenger vehicles, SUVs and light commercial vehicles sold in Australia, 80 per cent — or 448,000 — had the maximum ANCAP five star safety rating. For passenger cars, this was an even more impressive 90 per cent (234,000 of the 260,000 sold); 9 per cent were unrated by ANCAP.

Street Rods

The Street Rods (Vehicle Standard Compliance Specification) Order 2015 implements national guidelines for street rods in NSW, along with a NSW supplement to the guidelines.

The guidelines and supplement provide for an equivalent level of safety as would be achieved by full compliance with the applicable Australian Design Rules for vehicles — and the Order allows street rods to be registered for use on NSW roads.

The Order took effect on 20 February 2015. Transport for NSW is currently preparing an amendment to the Road Transport (Vehicle Registration) Regulation 2007 to formally incorporate the Order into law.

Heavy vehicle safety

Across NSW, Road User Safety teams collaborated with industry representatives to conduct workshops on road safety and compliance information, including fatigue reform, chain of responsibility, load and height restrictions, speeding and camera enforcement, inspections and checks, industry investigation and statistics.

Heavy Vehicle Roll-Over Program

In 2014/2015, Transport for NSW developed programs to help reduce truck rollovers in the forestry and livestock industry sectors. Training was delivered to 230 and 650 people in these sectors respectively.

Transport for NSW is now working with the concrete and aggregate haulage sector to develop a similar program for its heavy vehicle operatives, and hosted a workshop with representatives in June 2015. Over 30 stakeholders attended.

Heavy Vehicle Roadworthiness Survey

In 2014/2015, Transport for NSW carried out its triannual Heavy Vehicle Roadworthiness Survey. This aims to assess the levels of maintenance of different types of heavy vehicles from NSW and interstate, and to gauge their roadworthiness and associated road safety risk. More than 1,600 vehicles, comprising over 3,000 units (haulers and trailers) were inspected. The results are currently being analysed.

Smart Rest Area Trial

In 2014/2015, Transport for NSW completed a trial to test an innovative method of helping heavy vehicle drivers manage fatigue by providing real time information about the availability of space within rest areas. The trial found that vacancy information for rest areas can be provided in real time but it is not cost effective at this stage.

Safer Roads

Safer Roads Program

Following the release of the 2012–21 NSW Road Safety Strategy, a new NSW Safer Roads Program was created in 2014/2015 by Transport for NSW. This incorporated road safety management processes into the projects at planning, design, procurement and delivery stages, in addition to other works carried out across the course of the year.

The Safer Roads Program is a targeted infrastructure program to reduce the number of casualties and the severity of injuries when a crash occurs.

The Safer Roads program comprised six sub-programs in 2014/2015:

- NSW State Black Spot Program — \$25 million was allocated across more than 70 Black Spot projects
- Run-off-road and Head-on — sixteen projects were funded, including four projects with a value of \$3.7 million carried over from 2013/2014 and 12 new projects valued at \$6.2 million
- Local Government Safety Infrastructure — 25 projects were funded, including seven projects with a value of \$5.1 million carried over from 2013/2014 and 18 new projects costing \$4.5 million
- Pedestrian Safety Infrastructure — in 2014/2015 eight new projects with a total value of \$2 million were implemented
- Motorcycle Safety Infrastructure — in 2014/2015, 14 new projects were funded with a total value of \$3.5 million, including one project carried over from 2013/2014. The projects focus on identifying motorcycle crash locations and making improvements on popular motorcycle routes.
- Road Safety Reviews

Outcomes of reviews in 2014/15:

Kings Highway

An additional \$10 million was allocated to projects that will improve safety along the Kings Highway. This has funded 16 projects planned and delivered in partnership with Eurobodalla Shire Council and Palerang Shire Council.

Eurobodalla Council has been engaged to deliver improvement projects including 1.2 kilometres of the road to improve safety east of Nelligen (from Old Nelligen Road towards Batemans Bay). As part of this work a number of trees will be removed to make room for the new alignment, which will include widening the shoulders of the road. Safety barriers will also be installed as part of this work.

Work started in June 2015 and is expected to take about 14 months to complete.

This review has also resulted in the realignment of the carriageway at Misty Mountain.



Kings Highway

Roads and Maritime has engaged Eurobodalla Shire Council to realign 500 metres of the road to improve safety on the highway at Misty Mountain. As part of this work, some trees will be removed to make room for widening of the shoulders and straightening the curves of the road. Work will also take place to remove roadside hazards. Guard rails will also be installed as part of this work.

Oxley Highway

\$1 million was also allocated for early works projects that will improve safety along the Oxley Highway. These works are the start of a more in-depth, three-year program of safety works on this highway.

Roads and Maritime Services continues to implement \$1 million of safety infrastructure treatments to address the findings of a review along the section of highway from the junction of the Pacific Highway west of Port Macquarie to the junction of the Mitchell Highway at Nevertire, a distance of approximately 506 kilometres.

Early works include improving safety between Port Macquarie and the Mitchell Highway, forming part of a three-year program of safety works for this route.

Appin Road

The safety review assessed a 27 kilometre length of Appin Road between the intersection of Kelleman Drive, Rosemeadow and the intersection with the Princes Highway at Bulli Tops.

Roads and Maritime Services continues to implement \$1.5 million of safety infrastructure treatments to address the findings of this review.

In 2015-16 three new, distinct sub programs will be added to the Safer Roads Program — Cycling Safety Infrastructure, Fatal Crash Response and Intersection Safety Infrastructure.

Other Safer Roads Regional Projects

Roads and Maritime Services delivered 154 projects across NSW, many delivered in partnership with local councils.

Highlights of regional projects are provided below.

Hume Highway

Projects were delivered under the State Blackspot Program including provision of wire rope barrier on the Hume Highway at Berrima. This was implemented to address a crash history of vehicles leaving the carriageway into the median.



Hume Highway

Muttama Road

Work was completed on Muttama Road by Gundagai Shire Council to address a run-off-road crash history. Works included shoulder widening, removal of hazards from the roadside, new guard rail and resealing the road.



Muttama Road

Putty Road

Putty Road in the Hunter Region, is a highly used route for motorcyclists, who are over represented in crash statistics. As part of the Motorcycle Safety Initiatives Program, improvements on Putty Road included the installation of a 'Rub Rail' guardrail. This 'Rub Rail' is designed to stop motorcyclists who fall from their bikes from sliding into a crash barriers steel posts, thus reducing injuries to motorcyclists.



Putty Road

Scone Road

Gloucester Shire Council received funding to address a blackspot on Scone Road. The work improved the road surface, removed hazards near the road and installed barriers to prevent vehicles leaving the road on curves and hitting objects.



Scone Road

Community Road Safety Fund — Expenditure

In September 2012, the Government established the Community Road Safety Fund in legislation, which for the first time in NSW saw dedicated funding from all speed camera detected and red light running fines directed back into the development of road safety programs. Operation of the Fund commenced in May 2013.

The Centre for Road Safety's expenditure in 2014/2015 was as follows:

Road Safety Project	Expenditure during 2014/2015
NSW Safer Roads Program:	\$57m total incl.
— Pedestrian safety	\$1.5m
— Run off road	\$6.6m
— Motorcycle safety	\$3m
— Road safety reviews	\$13.4m
— Local Government infrastructure	\$9.2m
— NSW Blackspots	\$23.3m
Enhanced Enforcement Program — high visibility policing	\$31.7m
NSW Speed Camera Program	\$40.3m
Speed zone management	\$5.4m
Public education and awareness	\$18.8m
Alcohol Interlock program	\$6.7m
Safety around schools	\$14.1m
School road safety education	\$6m
School zone flashing lights	\$12.5m
Local Government Road Safety Program	\$4.8m
Safer Drivers Course	\$3.6m
State-wide and national road safety projects, including resourcing and research	\$26.2m
Roads and Maritime Services safety operations and programs	\$13.5m
Total	\$240.6m

Centre for Road Safety

T 02 8265 7510 F 02 8202 3890

E roadsafety@transport.nsw.gov.au

W roadsafety.transport.nsw.gov.au

Level 3 18 Lee Street Chippendale NSW 2008 | PO Box K659 Haymarket 1240

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