

STAYS SAFE 31

REVIEW OF THE ROAD SAFETY SITUATION IN NEW SOUTH WALES IN 1994

Incorporating edited transcripts of evidence
and certain submissions received

Report 4/51
ISBN 0 7310 9198 1
ISSN 0811-4005

September 1996

MEMBERS OF THE STAYSAFE COMMITTEE

Mr Paul Gibson, M.P. (Chairman), Member for Londonderry

Mr Jeff Hunter, M.P., (Deputy Chairman), Member for Lake Macquarie

The Hon. Andrew Manson, M.L.C.

Mr John Mills, M.P., Member for Wallsend

Mr George Thompson, M.P., Member for Rockdale

Mr Bob Harrison, M.P., Member for Kiama

The Hon. John Jobling, M.L.C., Opposition Whip

Mr Russell Smith, M.P., Member for Bega

Mr Bruce L. Jeffery, M.P., National Party Whip and Member for Oxley

Mr Jim Small, M.P., Member for Murray

The Hon. John Tingle, M.L.C.

STAFF OF THE STAYSAFE COMMITTEE

Director of the STAYSAFE Committee	Mr Ian Faulks
Committee Officer	Ms Cheryl Samuels
Research Officer	Mr Chris Papadopoulos
Assistant Committee Officers	Mrs Maria Tyrogalas Ms Susan Want

CHAIRMAN'S FOREWORD

Paul Gibson MP, Member for Londonderry

Chairman, STAYSAFE

Joint Standing Committee on Road Safety

This report of the STAYSAFE Committee follows a resolution to review road safety activities in New South Wales on an annual basis. The oversight of actions undertaken to reduce road trauma is a central aspect of the STAYSAFE Committee's terms of reference to monitor, investigate and report on the road safety situation. In performing this task, the STAYSAFE Committee is mindful of the observation by Dr William Haddon, the man whose thinking has been most influential in the modern approach to the organisation and administration of road safety activities, that:

“First we need to have research or, as I prefer to put it, practical fact finding. The second thing we need to do is to get the facts to people in a position to use them.”

The STAYSAFE Committee is satisfied that the New South Wales road safety performance has improved significantly throughout the 1990's, but the reasons for this improvement remain unclear to road safety researchers and policy makers.

In part, it seems that there is an 'information gap' within the road safety community, both in terms of an ability to assess past research outcomes and an ability to access current research activities. There is much road safety research and policy and program development taking in place within New South Wales. But it was the case that no one panel of witnesses appearing before the STAYSAFE Committee in a public hearing to investigate road safety activities in New South Wales was able to provide a comprehensive and coherent account of these road safety activities. Even the Roads and Traffic Authority, which is commissioned to manage the Road Safety 2000 planning process specifically, and which has adopted the role as lead agency for road safety work in New South Wales generally, was not able to fully account for and describe the extent of its own road safety activities.

The STAYSAFE Committee has, in light of the findings drawn from the review process, made several recommendations to reduce the 'information gap'. These recommendations fall upon the Roads and Traffic Authority for action, as it is that organisation which has the lead agency role in New South Wales in the area of road safety. The recommendations include the creation of a central register to collate and record the road safety activities within the Roads and Traffic Authority, and in other organisations throughout New South Wales. Other recommendations propose that this record-keeping process should be public and able to be accessed by specialist researchers as well as by the community. The STAYSAFE Committee has recommended that this public process should involve internet access (in line with current Government policy initiatives in this area), the publication of a regular omnibus report listing

and describing road safety activities, and the holding of regular seminars where the results of publicly funded road safety research studies can be presented in an open, public forum.

A particular issue noted by the STAYSAFE Committee during the conduct of this review of road safety activities was the paucity of information known about the process of developing nationally uniform road law—the Australian Road Rules. Despite the enormous community impact that would be associated with such a legislative program, there was little evidence presented to the STAYSAFE Committee about the process of, or outcomes arising from, the development of new traffic law. It is recognised that all road safety activity—policy formulation, program development and implementation—lies within a legislative framework of traffic law. The STAYSAFE Committee was thus interested to determine if the process of developing uniform traffic law has attempted to establish the relationships between road safety and traffic law, in order to identify opportunities for refinement. The Roads and Traffic Authority agreed that traffic law was a crucial part of strategies relating to the major areas of drink driving, speeding and occupant restraint use, but admitted that it had not conducted any major review of the legislation. In a separate briefing to the STAYSAFE Committee, the Roads and Traffic Authority has acknowledged that the New South Wales traffic law has been continuously reviewed over the years in light of operational experience and findings about the success of practices in other jurisdictions in Australia and elsewhere. Many aspects of the law have been reviewed as part of the development of the Australian Road Rules and other aspects of the national legislation, and reviews of specific aspects of the law are carried out from time to time; for example, with regard to occupant restraint laws, and BAC legislation. However, the Roads and Traffic Authority has admitted that changing the minor detail of most laws would appear to have marginal relevance to road safety. The STAYSAFE Committee has noted that such a view leads to a number of questions about the very process of developing the Australian Road Rules.

The STAYSAFE Committee may make more comment on the issue of the development of the Australian Road Rules in a later report.

Acknowledgments

A significant aspect of the STAYSAFE Committee's operation is the bipartisan manner in which the Committee members conduct their inquiries and deliberations. I am grateful for the hard work of my colleagues, be they Government Members, Opposition Members, or from the cross bench. Collectively, the Members of the STAYSAFE Committee bring their wide ranging experience and understanding, and a critical approach to monitoring, investigating and reviewing road safety issues, and their scrutiny ensures that policies and programs in the area of road trauma reduction remain focussed, and are developed and delivered efficiently and effectively.

As ever, the STAYSAFE Committee has been ably served by its Director, Mr Ian Faulks, and the Secretariat: Mrs Cheryl Samuels, Committee Officer, Mr Chris Papadopoulos, Research

Officer, and Mrs Maria Tyrogalas and Ms Susan Want, Assistant Committee Officers. The work of these Parliamentary officers has greatly assisted the Committee's deliberations.

The Members of the STAYSAFE Committee thank the Parliamentary Reporting Staff for their excellent efforts, and the Parliamentary Printing Section for the printing and publication of this report.

I commend this report to Parliament.

Paul Gibson MP

RECOMMENDATIONS

RECOMMENDATION 1: The Roads and Traffic Authority develop a capability in research documentation that can identify, collate and publish bibliographic and other information regarding research projects and publications involving road safety matters, as well as statistical information on road trauma and information regarding organisational and administrative matters.

(Page 21, Paragraph 1.23)

RECOMMENDATION 2: The Roads and Traffic Authority, as part of the New South Wales Government's internet project, develop and maintain a home page on road safety that publishes bibliographic and other information regarding research projects and publications involving road safety matters, as well as statistical information on road trauma and information regarding organisational and administrative matters.

(Page 22, Paragraph 1.24)

RECOMMENDATION 3: The Roads and Traffic Authority publish an annual road safety situation report that contains information regarding research projects and publications involving road safety matters, as well as statistical information on road trauma and other organisational and administrative information.

(Page 23, Paragraph 1.26)

RECOMMENDATION 4: The Roads and Traffic Authority hold an annual public seminar to release or otherwise publicise the results of research projects involving road safety matters that have been funded through public expenditure.

(Page 24, Paragraph 1.28)

CONTENTS

Members of the STAYSAFE Committee	(Page 2)
Chairman's foreword	(Pages 5-7)
Recommendations	(Page 9)
Chapter 1: Commentary	(Pages 17-26)
<i>Strategic planning for road safety—Road Safety 2000 - Dissemination of publicly funded research findings - Concluding comments</i>	
Chapter 2: Road safety activities in the Roads and Traffic Authority in 1994	(Pages 27-61)
<i>Introductory remarks - Highlights and difficulties in 1994 - Provision of advice concerning road safety legislation - Forward planning and the Road Safety 2000 strategy - Research programs in road safety - Publications and speeches in 1994 - Advertising and community awareness activities in 1994 - Road safety education and curriculum activities in 1994 - The Illawarra healthy cities and safe communities project</i>	
Chapter 3: Road safety activities in the New South Wales Police Service in 1994	(Pages 63-85)
<i>Introductory remarks - Provision of advice concerning road safety legislation - Forward planning and the Road Safety 2000 strategy - Research programs in road safety - Publications and speeches in 1994 - Advertising and community awareness activities in 1994 - Road safety education and curriculum activities in 1994 - The Illawarra healthy cities and safe communities project - General matters</i>	

Chapter 4: Road safety activities in the Department of Transport (Pages 87-102) in 1994

Introductory remarks - Highlights and difficulties in 1994 - Provision of advice concerning road safety legislation - Formal consultative mechanisms associated with road safety activities - Research programs in road safety - Publications and speeches in 1994 - Advertising and community awareness activities in 1994 - Road safety education and curriculum activities in 1994 - General matters

Chapter 5: Road safety activities in the Education portfolio in 1994 (Pages 103-116)

Introductory remarks - Highlights and difficulties in 1994 - Provision of advice concerning road safety legislation - Formal consultative mechanisms associated with road safety activities - Research programs in road safety - Publications and speeches in 1994 - Advertising and community awareness activities in 1994 - Road safety curriculum activities in 1994 - The Illawarra healthy cities and safe communities project - General matters

Chapter 6: Road safety activities in the Attorney General's portfolio in 1994 (Pages 117-132)

Introductory remarks - Highlights and difficulties in 1994 - Provision of advice concerning road safety legislation - Research programs in road safety - Publications and speeches in 1994 - Advertising and community awareness activities in 1994 - Road safety education and curriculum activities in 1994 - The Illawarra healthy cities and safe communities project - General matters

Chapter 7: Road safety activities in the Department of Agriculture (Pages 133-134) in 1994

Introductory remarks - Provision of advice concerning road safety legislation - Research programs in road safety - Publications and speeches in 1994

References (Pages 135-136)

Appendix A:

**Road safety research projects of the Roads and Traffic Authority
in 1994**

(Pages 137-157)

*Road Safety Bureau - Driver and Vehicle Policy And Regulation Directorate
- Sydney Region - Southern Region - Northern Region - Western Region
- Crashlab - General projects*

Appendix B:

Road safety publications of the Roads and Traffic Authority in 1994 (Pages 159-165)

Appendix C:

**Standards, codes of practice and guidelines on traffic management
or road safety issued by the Roads and Traffic Authority in 1994**

(Page 167)

Appendix D:

**Seminars and major speeches on road safety topics involving
officers of the Roads and Traffic Authority in 1994**

(Pages 169-174)

Appendix E:

**Road safety community awareness activities by the Roads and
Traffic Authority in 1994**

(Pages 175-178)

*State-wide -All Regions -Sydney Region -Southern Region -Northern Region
- Western Region*

Appendix F:

Road safety research projects of the Department of Transport in 1994(Pages 179-182)

REVIEW OF THE ROAD SAFETY SITUATION IN NEW SOUTH WALES IN 1994

A report prepared by the STAYSAFE Committee in exercise of its terms of reference that,

"as an ongoing task, the Committee is to—

- (a) monitor, investigate and report on the road safety situation in New South Wales; and
 - (b) review and report on countermeasures aimed at reducing deaths, injuries, and the social and economic costs to the community arising from road accidents."
-

1

COMMENTARY

Strategic planning for road safety—Road Safety 2000 - Dissemination of publicly funded research findings - Concluding comments

1.1 The STAYSAFE Committee's terms of reference require that:

"as an ongoing task, the Committee is to—

- (a) monitor, investigate and report on the road safety situation in New South Wales; and
- (b) review and report on countermeasures aimed at reducing deaths, injuries, and the social and economic costs to the community arising from road accidents."

1.2 STAYSAFE has sought to fulfil this reference through the conduct of public inquiries into road safety, traffic management, and traffic policing issues. STAYSAFE has conducted multiple inquiries, for example, into issues associated with alcohol and other drugs and road safety, driver licensing and education, speed management, traffic policing, heavy vehicle safety, criminal law relating to dangerous driving, pedestrian safety, and bicycle safety. As well, STAYSAFE has conducted specific inquiries into issues affecting road safety and traffic management, for example, motorcycle safety, country roads, livestock on roads, and driver fatigue.

1.3 Recently, STAYSAFE has moved to adopt new methods to fulfil its Parliamentary reference. STAYSAFE has resolved that an important method of fulfilling its Parliamentary reference to generally monitor, investigate and report on road safety matters is to conduct annual reviews of the road safety activities of selected agencies and organisations.

Strategic planning for road safety—Road Safety 2000

1.4 Modern governments are large and complex, with Ministers responsible for the administration of hundreds of Acts of Parliament and statutory rules, and for the operation of one or more Departments and public authorities each containing hundreds or thousands of employees. The Governmental response to an urgent societal problem such as road trauma requires extensive co-ordination across a range of agencies. As noted by Hakkert and McGann (1996) in their recent comparative study of road safety activities across Australian States and Territories:

"Road safety activities are spread over a large number of agencies and involve many

disciplines from education, justice, insurance, police, health, engineering, licensing and others. Each [Australian] State has evolved a framework of cooperation which is best suited to the local participants. These structures are generally described in the State strategic plans and action programs.” (p.41)

1.5 In the early 1990's in New South Wales, the Governmental response to road trauma was organised through a single planning process—Road Safety 2000.

1.6 Road Safety 2000 is a strategic planning process aimed at improving the road safety situation in New South Wales to the year 2000 and beyond. The six central elements of the planning process are the promotion of:

- community ownership and participation of road safety activities;
- road safety as a priority in transport and land use planning and management;
- continual improvements in road user safety programs;
- continual improvements in road environment safety programs;
- continual improvements in vehicle and equipment safety programs; and
- co-ordination of planning and action to reduce road trauma.

These elements provide a framework for organisations working to reduce road trauma. These elements were identified in the original planning document released in 1991, and affirmed in the revised Road Safety 2000 planning document released in 1996.

1.7 The processes involved in giving effect to the Road Safety 2000 planning process are co-ordinated and administered through the Roads and Traffic Authority as the lead agency for road safety within New South Wales.

1.8 A feature of the Road Safety 2000 planning process is a commitment to the dual themes of, first, integration of effort, and, second, a clear focus in programs and actions. The intent of STAYSAFE's oversight activities was thus to examine how these stated themes of integration of effort and a clear focus in programs and actions were being given effect by the Roads and Traffic Authority and other responsible agencies. STAYSAFE has noted that there have already been a number of reviews that have examined activities under the umbrella of the Road Safety 2000 planning process (see, e.g., DGR Consulting, 1994; Roads and Traffic Authority, 1994), but these reviews have been focussed on internal aspects of the Road Safety 2000 planning process rather than an attempt to gain a critical appraisal of road safety activities in New South Wales.

1.9 STAYSAFE conducted its oversight activities by first asking a number of agencies involved in road safety a series of general questions about their 1994 calendar year activities, with the responses requested as formal written briefings from the responsible Minister or chief executive. STAYSAFE then held a public hearing where representatives of these agencies could answer further, more specific questions related to the matters raised in the written briefings. The general questions addressed such issues as the nature of any research projects concerning road safety or traffic management; details of community surveys; details of published research, standards, codes of practice, and guidelines; details of speeches given by

officials on road safety and traffic management topics; summaries of road safety curriculum development activities; summaries of road safety community awareness activities; and details of advertising, publicity and community relations activities. The further questions asked in the public hearing related to specific issues raised in the written briefings, to questions of clarification, or to relevant matters arising from previous inquiries and other research activity undertaken by STAYSAFE.

1.10 Two further series of questions related to the organisation and administration of road safety activities, and the responses of Government to recommendations made in STAYSAFE reports during the last Parliament. The results of these inquiries are dealt with in separate, accompanying reports.

1.1 The following chapters and appendices of this report document and detail the information forwarded to STAYSAFE through written responses from Ministers and their Departmental officials, and through a public hearing to gather further specific information.

1.12 STAYSAFE wishes to comment and make recommendations on the particular issue of the dissemination of publicly funded research findings.

Dissemination of publicly funded research findings

1.13 STAYSAFE was surprised by the quantity of the research, policy and program output of the public sector road safety community in New South Wales in 1994. Despite over a decade of oversight by STAYSAFE of the public sector road safety community in New South Wales, and the conduct of a dozen or more major inquiries, there had been no clear indication from the public sector agencies of the overall size and scale of their road safety activities. Neither the traditional Departmental annual reporting mechanisms, nor specialist forums such as the annual Road Safety Researchers conference had been able to capture the variety and extent of public sector road safety research, policy and program activity.

1.14 That this road safety activity itself was not well known was not unexpected. In fact, STAYSAFE has noted evidence from formal inquiries in the past that road safety work in New South Wales is often not well disseminated (being known only to its originators, or to limited numbers of other, associated individuals, often officials within one organisation), and that the work may sometimes not even be identified within the originating organisation (by being developed in regional locations, or in organisational areas that, for one or reason or another, may be isolated from other areas with similar interest in a specific area of research, policy formulation or program development).

1.15 STAYSAFE notes that it is not the case that all road safety research, policy and practice in New South Wales is little known, particularly outside of Australia. The reputation of New South Wales random breath testing as a countermeasure to drink-driving is truly

international, due to a series of reports and other publications that publicised the program (e.g., Herbert, 1983; Arthurson, 1985; Cashmore, 1985; Homel, 1986; Homel & Wilson, 1987; Homel, Carseldine & Kearns, 1988; Span, 1989; Homel, 1990a, 1990b, 1990c). Obviously, the independent publication of Homel's work, in particular, has furthered the international dissemination of knowledge of this particular countermeasure.

1.16 In other limited areas it appears that similar dissemination of information occurs. For example, STAYSAFE is aware of ongoing close liaison between vehicle and equipment safety officials in Australasia, North America and Europe, particularly with regard to new car assessment programs (NCAP).

1.17 STAYSAFE does not regard its role to be to pursue matters regarding the minutiae of information that should be available publicly. However, the public sector road safety community in New South Wales itself does not seem to have full knowledge of its research, policy and procedures output, and this needs to be corrected. An example can be instructive. In the initial response of the Roads and Traffic Authority to the STAYSAFE's request for bibliographic information an important collection of papers on pedestrian safety was not listed (Roads and Traffic Authority, 1994). This publication was a very important publication of the proceedings of a conference held at Sydney on 14 November 1994, under the title: "Pedestrian safety: Stepping towards 2000". The conference presentations were edited and published subsequently by the Roads and Traffic Authority. The collection of papers included contributions by a number of public sector road safety workers, including papers on planning for pedestrian safety, pedestrian behaviour, innovations in pedestrian amenity, pedestrian control facilities in local government areas, and a paper on the Road Safety Officer program in Sydney. As will be seen by an examination of the transcripts of evidence incorporated in this volume, Roads and Traffic Authority officials were unable to indicate how such an important document produced in 1994 could have been omitted from the bibliographic listing. In a subsequent submission, a more detailed listing was made available to STAYSAFE, including many more research and policy publications. Following subsequent discussions with a variety of public sector road safety workers, STAYSAFE is aware of further reports and papers from 1994 which were not identified on any list developed by public sector agencies examined by STAYSAFE.

1.18 If road safety research activities are not identified and documented, and the papers and reports arising from road safety research activities are not published in an accessible format, then progress in increasing the understanding of the problem of road trauma is impeded. Researchers in other jurisdictions will be unaware of work already completed in developing best practice and developing better understanding. STAYSAFE documented an example of the problems associated with a failure to identify and publish road safety research in a previous report that investigated drug-driving matters (STAYSAFE 19, 1992). A related problem arises when research is published in a format that may not be easily accessed, or even be identified, by other workers in the field. The issuing of what can be called 'in-house reports' that have not been subject to peer review and which are not widely disseminated

through national and international forums provides a typical example of this problem. A recent example of the failure of New South Wales road safety research to penetrate the international literature effectively can be found in a paper by Retting and Williams (1996) which reported on drivers who run red lights at signalised traffic intersections. Retting and Williams cited Victorian road safety research (Cairney & Catchpole, 1991; South, Harrison, Portans & King 1988), but no mention is made of the later study by Hillier, Ronczka and Schnerring (1993) of the New South Wales experience with red light camera enforcement (see also Roads and Traffic Authority, 1993).

1.19 There are likely to be numerous examples of this failure to disseminate New South Wales road safety research, policy and practice effectively. STAYSAFE Members had direct experience of this lack of penetration of New South Wales road safety work during a recent visit of inspection to Canada as part of the inquiry into driver licensing matters—on several occasions Canadian road safety officials referred to the graduated licensing systems of Victoria and New Zealand as being examples of the best systems available world-wide. That New South Wales has had a well-founded and well-developed graduated licensing system in place since the 1960's was unknown to these Canadian officials!

1.20 STAYSAFE wants to ensure that public monies for road safety research are being expended in a manner that allows for the fullest possible investment return in terms of relevant information to be available generally within the community, and to be available for the development of improved law, policy and practice specifically.

1.21 In the case of commissioned research papers, policy documents and guidelines, the fullest possible return would seem to require a series of procedures to ensure the widest possible dissemination of information. There is, therefore, a need to revise and modify the current organisational and management arrangements governing the commissioning of research papers, policy documents and guidelines from consultants and contractors.

1.22 STAYSAFE has identified a number of actions that can be taken to improve the public dissemination of road safety information. The actions identified and discussed in the following paragraphs provide for an integrated response to the challenge of identifying and co-ordinating the multitude of road safety activities being undertaken in different areas within organisations—notably within the Roads and Traffic Authority—and by different organisations within New South Wales and nationally.

1.23 STAYSAFE recommends that the Roads and Traffic Authority should develop a capability for research documentation that can identify, collate and publish bibliographic information regarding research projects and publications involving road safety matters, as well as statistical information on road trauma and other organisational and administrative information. Such a function would fit well with the responsibility of the Roads and Traffic Authority to progress, monitor and evaluate the actions taken under the aegis of the Road Safety 2000 planning process.

RECOMMENDATION 1: The Roads and Traffic Authority develop a capability in research documentation that can identify, collate and publish bibliographic and other information regarding research projects and publications involving road safety matters, as well as statistical information on road trauma and information regarding organisational and administrative matters.

1.24 STAYSAFE has noted the information dissemination possibilities offered through the New South Wales Government's internet project, which seeks to place all Government agencies with e-mail and internet access. Such access to electronic communication is, of course, now widely available in the private sector and in higher education institutions. STAYSAFE recommends that the Roads and Traffic Authority should develop and maintain a home page on road safety matters that publishes bibliographic and other information regarding research projects and publications involving road safety matters, as well as statistical information on road trauma and information regarding organisational and administrative matters. It would also be appropriate for the home page to include, in one collated source, the traffic law applicable in New South Wales. The Roads and Traffic Authority, in response to the Government's directive, has already undertaken considerable development work to document and present its activities¹, and the further recommended action should not pose a costly and difficult task. An electronic source of accurate, up-to-date information on road safety activities in New South Wales would, in STAYSAFE's view, become a valuable on-line source of information for road safety workers in New South Wales, as well as elsewhere in Australia and overseas. In particular, an electronic source of accurate, up-to-date information on road safety activities would compliment and enhance the very successful local government road safety officer program in New South Wales.

RECOMMENDATION 2: The Roads and Traffic Authority, as part of the New South Wales Government's internet project, develop and maintain a home page on road safety that publishes bibliographic and other information regarding research projects and publications involving road safety matters, as well as statistical information on road trauma and information regarding organisational and administrative matters.

1.25 STAYSAFE also recommends that the information collated by the Roads and Traffic Authority for electronic dissemination through the internet should also be published on an annual basis. An annual road safety situation report that contains information regarding research projects and publications involving road safety matters, as well as statistical information on road trauma and other organisational and administrative information, would compliment and extend the existing publication of road safety and road trauma information through the Roads and Traffic Authority's annual report, and the Roads and Traffic Authority's annual statistical statements of road traffic accidents in New South Wales. Again, this annual road safety situation report should include, in one collated source, the traffic law

¹ The internet address for the Roads and Traffic Authority's home page, which in September 1996 is still under construction, is : <http://www.rta.nsw.gov.au>

applicable in New South Wales.

1.26 STAYSAFE has noted several instructive examples from overseas jurisdictions. The Ministry of Transportation, Ontario, publishes an overview of the co-ordinator of highway safety research grant program annually and also hosts an annual seminar to describe, discuss and publish the research activities. As an example of the type of information contained in these documents, STAYSAFE examined an edition of the overview document which contained descriptions of research projects and development programs in diverse areas, including: an evaluation of the effectiveness of a school board educational program ("Be Bike Smart") in increasing bicycle helmet awareness and use in school aged children; an examination of weather hazards, driver attitudes, and driver education; an evaluation of the effectiveness of a bicycle safety program; an examination of the effects of prompts on driver behaviour at stop signs; a review of risk taking in young male drivers; a study of seat belt law compliance amongst young drivers; a technical analysis of the 1986 Ontario survey of nighttime drivers; a description of mathematical models of accident causes for trucks and cars; a review of community-based initiatives in child pedestrian safety; an examination of the role and time and distance in assessing exposure to risk of motor vehicle collisions; a study of risk perception and risk acceptance by young males in driving and other behaviour domains; a survey of seat belt law compliance amongst young drivers; an examination of the impact of motor vehicle accidents on life expectancy for Canada over the period 1950-1988; and a description of mathematical models of accident causes for vehicles on Ontario provincial roads (Lamble, 1991). Similarly, the Danish Council of Road Safety Research publishes an activity report each year. The report of activities during 1994 provides detailed descriptions of the projects undertaken by the Danish Council of Road Safety Research, both solely and in co-operative ventures with other organisations (Danish Council of Road Safety Research, 1995). The activity report contained descriptions of research projects and development programs in diverse areas: a study of the need for extra mirrors on lorries to enable cyclists and moped riders to be seen more easily; the conduct of speed surveys in urban municipalities; the conduct of speed surveys on rural roads; participation in the European 'Sartre' study of attitudes to driving risk; evaluation of new rules requiring novice drivers to complete a prescribed driver training program before licensing; development of new driving tests for novice drivers and for driving instructors; national surveys of drink-driving; analysis of inspections of crashed motor vehicles; preparation of a cyclist safety program; review of children's safety in traffic; review of safety effects of ABS-brakes; various promotional activities for bicycle helmets, slower speeds, and unsafe driving behaviours; surveys of seat belt usage and child restraint usage rates; a study of drivers' attitudes to speeding; a study of drivers' comprehension of traffic signs and road markings; research into police enforcement and surveillance; development of new methods of off-road driver training; a review of drink-driving, recidivism and rehabilitation; together with listings of all publications and speeches given by staff of the Research Council or reporting on work involving a contribution of Research Council staff. On a more general level, the Danish Road Directorate participates in a joint venture with roads authorities in Finland, Iceland, Norway, and Sweden to produce the journal "Nordic Road & Transport Research" to better disseminate research results and

news to researchers and decision makers generally.

RECOMMENDATION 3: The Roads and Traffic Authority publish an annual road safety situation report that contains information regarding research projects and publications involving road safety matters, as well as statistical information on road trauma and other organisational and administrative information.

1.27 Finally, STAYSAFE has noted the practice in other jurisdictions of holding public seminars at regular intervals to publicise road safety research projects that have been funded through public expenditure. Again, citing the example of the activities of the Ministry of Transportation, Ontario, STAYSAFE reviewed the summary of papers for a conference for recipients of grants published through the coordinator of highway safety. This summary contains the abstracts of papers presented at a public seminar. The types of issues presented at the seminar included: the behaviour of senior drivers at intersections; the relationship between traffic congestion, driver stress, and direct versus indirect coping behaviours; the effectiveness of existing occupant restraints in motor vehicles for school-aged children; off-road driver assessment technologies and their usefulness as test devices for discriminating between safe and unsafe drivers during recovery after stroke; car telephones and car crashes; a comparison of simulated driving performance in narcolepsy and sleep apnoea patients; the influence of social factors on the decisions of 'high risk' drivers; dispatcher behaviour and truck driver risk-taking; and commercial driver fatigue and crashes (Lamble, 1995).

1.28 STAYSAFE recommends that the Roads and Traffic Authority hold an annual public seminar to release or otherwise publicise the results of research projects involving road safety matters that have been funded through public expenditure.

RECOMMENDATION 4: The Roads and Traffic Authority hold an annual public seminar to release or otherwise publicise the results of research projects involving road safety matters that have been funded through public expenditure.

1.29 STAYSAFE considers that the functional responsibility for ensuring that road safety activities and road safety information is documented and is made available publicly may not lie within the Road Safety and Traffic Management Directorate necessarily. As documented in Chapter 2 and the appendices to this report, other Directorates and areas of senior management within the Roads and Traffic Authority also engage in work and research that can be classed as road safety activity. Obviously, the Regions play a significant role in road safety activities, particularly in the aspect of the delivery of local programs and the conduct of local research. But other areas of the Roads and Traffic Authority also perform road safety-related work, for examples, the Driver and Vehicle Policy and Regulation Directorate, and the RTA Technology Directorate. STAYSAFE thus considers that it may be more appropriate to assign the functional responsibility for the documentation and dissemination of information about road safety activities and road safety information to the Corporate Secretariat area. This area has the responsibility of co-ordinating and ensuring a consistent

approach in achieving the Roads and Traffic Authority's objectives.

1.30 STAYSAFE acknowledges that it is likely that the recommendations made to improve the dissemination of information could be resisted, particularly on two grounds. First, senior public sector executives are likely to claim that dissemination of road safety research, policy information and guidelines for best practice is not a core function of their organisations. This view is open to challenge, as the evidence presented before STAYSAFE indicates that the internal documentation processes of these organisations demonstrates that these processes are not fully capable of capturing the information generated within each organisation. Second, senior public sector executives are likely to claim that dissemination of road safety research, policy information and guidelines for best practice may contravene the policies of the Government of the day. Again, this view is open to challenge. Under the principles implemented through the Road Safety 2000 planning process, the decision to conduct specific road safety research projects and to develop policy information and guidelines for best practice must have been taken after consideration of the relevance of the proposed work in achieving the road safety targets established for New South Wales. The Road Safety 2000 planning process is a public activity that seeks, as a priority, to involve the New South Wales community in reducing road trauma and promoting a safer community. The publication of simple information relating to the existence of specific road safety research projects or policy and guideline development processes should not, in and of itself, contravene the policies of the Government of the day.

Concluding remarks

1.31 In this brief commentary chapter, STAYSAFE has emphasised the critical role of the Road Safety 2000 planning process and documentation in providing a framework of co-ordination and co-operation between the various agencies involved in the Government's programs to reduce road trauma in New South Wales. STAYSAFE has, after consideration of the process whereby Ministers responded to requests for general written briefings on road safety activities, found that the documentation of these activities is not well established, even for the lead agency responsible for road activities—the Roads and Traffic Authority. STAYSAFE has recommended that the Roads and Traffic Authority become more active in documenting and disseminating road safety information, using existing means such as publications of activity reports and the conduct of public seminars, as well as developing a new capacity to access information electronically through the internet.

1.32 Finally, there is a need to describe the format of the remaining chapters of this report. As noted earlier, STAYSAFE forwarded a series of questions to Ministers with portfolio responsibilities in the area of road safety, requesting written briefings. Subsequently, Departmental representatives attended a public hearing where more specific questions relating to matters raised in the written briefings were canvassed. The following chapters contain an edited record of both the written and verbal responses. The material is organised as follows:

- The responses of each agency examined by STAYSAFE are organised within separate chapters.
- Within each chapter, the general subject being examined is indicated, for example:
Provision of advice concerning road safety legislation
- The written questions (if any) asked by STAYSAFE of a Minister are indicated with the prefix: **QUESTION**
- The Minister's written briefings received in answer to the questions are prefixed : **RESPONSE**
- Specific questions asked in the hearings seeking a verbal responses are indicated by prefixing them with the name of the STAYSAFE Member asking the question, for example, **Mr GIBSON (CHAIRMAN)**
- Answers to the specific questions asked in the hearings are indicated by prefixing them with the name of the witness answering the question, for example, **Mr TAYLOR.**

2

ROAD SAFETY ACTIVITIES IN THE ROADS AND TRAFFIC AUTHORITY IN 1994

Introductory remarks - Highlights and difficulties in 1994 - Provision for advice concerning road safety legislation - Forward planning and the Road Safety 2000 strategy - Research programs in road safety - Publications and speeches in 1994 - Advertising and community awareness activities in 1994 - Road safety education and curriculum activities in 1994 - The Illawarra healthy cities and safe communities project

Introductory remarks

The following Roads and Traffic Authority witnesses appeared before STAYSAFE, representing the Honourable Michael Knight MP, in his capacity as Minister for Roads:

Mr Christopher Patrick Ford, Director, Road Safety and Traffic Management

Mr Ulf Dieter Fraser, Director, Southern Region

Mr Ray David Taylor, General Manager, Road Safety

Mr Frank Richard Howarth, General Manager, Vehicle Registration

Dr Donald Clement Arthur Carseldine, Manager, Licensing Policy Development

Mr Terence John Hagan, Manager, Legislative Services

Mr Kenneth Ian McNally, Road Safety Manager, Southern Region

Mr Ross Dal Nevo, Manager, Crashlab

Due to concerns raised in the public hearing about the accuracy of the information given about road safety activities, together with procedural queries regarding the necessity to answer certain questions posed by STAYSAFE, the public hearing involving the Roads and Traffic Authority witnesses was discontinued, and further written responses were requested through the Minister. These further responses are so indicated in the transcript.

Highlights and difficulties in 1994

Mr GIBSON (CHAIRMAN): What were the road crash statistics for 1994 in terms of persons killed and hospitalised? What was the number of crashes reported? How did these

statistics vary from 1993? How did they vary from the long-term trends in road casualties?

Mr FRASER: I will give you the statistics for the Southern Region, and then one of my colleagues will speak to the statistics for the whole of the State. In 1994, 139 people were killed in the southern region. This compared with a figure of 113 in 1993. The three-year moving average for the period 1991 to 1993 was 136. In terms of serious injury casualties, the figure for 1994 was 1,023. This compared to the equivalent figure in 1993 of 1,150. The three-year moving average for the period 1991 to 1993 was 1,129. In terms of total casualties, the figure for 1994 in the southern region was 3,983. In 1993 there were 4,105. The average figure for the three-year period of 1991 to 1993 was 4,165.

Mr FORD: I do not have the detailed statistics here, but I would be very pleased to make them available to the Committee. In 1994 New South Wales had 647 fatalities, compared with 581 in the previous year. For serious injuries and other injury accidents the trend is fairly flat. There were approximately 7,000 serious injuries for the State in both 1994 and 1993. There were about 26,000 reported crashes. [Editorial note: Subsequently, the Roads and Traffic Authority provided road trauma statistics relating to the 1994 road safety situation. These statistics are summarised in Figure 1, which is abstracted from the Roads and Traffic Authority's annual statistical summary of road crashes for 1994 (Roads and Traffic Authority, 1995)].

Mr GIBSON (CHAIRMAN): What were the major highlights achieved in reducing road trauma in New South Wales during 1994?

Mr TAYLOR: One of the key highlights was the development of an extension of the co-operative activity with the New South Wales Police Service, which will see its fruition in years to come. It is a behind the scenes piece of work which has been undertaken in the last 12 months. We are starting to see that come to fruition at the organisational and regional levels. Whilst that is not something which sends the flag flying, it is observable. It is an important part of leading to a reduction in the road toll in future years.

I refer also to the institution of a substantial local government road safety program in consultation with both the Institute of Municipal Engineering Australasia and the analysis and development of a local government road safety officer program. That is a key initiative. It provides the opportunity for local communities to focus on what might be aspects of their local road safety problem, to tackle that problem within the confines of a geographical area or set of boundaries which make sense to local people, and to assist the process of the road safety strategy achieving its ends by supporting the state-wide approaches.

The third aspect is the review and redevelopment of the Road Safety 2000 strategy. That was reviewed through a comprehensive analytical process through the year with a high degree of involvement from people involved with the Roads and Traffic Authority and other organisations. It culminated in a major workshop in October 1994. The outcome of that should be very shortly the identification of a revised and renewed strategy so that we can

drive all of our work through to the year 2000. There are other highlights, but they are three I would point out.

SUMMARY DATA FOR 1995

	Number Percentage		Compared with 1994	
			Number Change	Percentage Change
ACCIDENTS				
Fatal accidents	563	1.1	+10	+1.8
Serious injury accidents	4,856	9.3	-199	-3.9
Other injury accidents	14,367	27.6	-114	-0.8
Injury accidents	19,223	36.9	-313	-1.6
Non-casualty accidents	32,334	62.0	+1,577	+5.1
Total recorded accidents	52,120	100.0	+1,274	+2.5
CASUALTIES				
Killed	620	2.3	-27	-4.2
Seriously injured	6,016	22.6	-271	-4.3
Other injured	19,947	75.0	+74	+0.4
Total injured	25,963	97.7	-197	-0.8
Total casualties	26,583	100.0	-224	-0.8
VEHICLES ON REGISTER¹	3,314,600		+52,000	+1.6
Fatalities per 10,000 vehicles	1.87			-5.7
LICENCES ON ISSUE²	3,997,900		+69,900	+1.8
Fatalities per 10,000 licences	1.55			-5.8
POPULATION OF STATE³	6,115,100		+65,900	+1.1
Fatalities per 100,000 persons	10.14			-5.2
VEHICLE KILOMETRES TRAVELLED⁴	54,104.6 million		+951.0 million	+1.8
Fatalities per 100 million vehicle kilometres travelled	1.15			-5.9

¹ Excludes tractors, trailers, caravans, plant and equipment. As at 30 June
² Excludes Learner's Licences. As at 30 June
³ Preliminary estimated resident population. As at 30 June. Source - Australian Bureau of Statistics
⁴ Estimate based on changes in fuel consumption since the Australian Bureau of Statistics Survey of Motor Vehicle Use 1991.

FIGURE 1: Summary road trauma data for New South Wales for the calendar year 1994.
 [Source: Roads and Traffic Authority (1995). Road traffic accidents in NSW—1994. Statistical statement, year ended 31 December 1994. Sydney, NSW: Roads and Traffic Authority, p.ii]

statement, year ended 31 December 1994. Sydney, NSW: Roads and Traffic Authority, p.ii]

Mr FORD: In 1994 we had a substantial safer roads program which focused on black spot treatment, the local road safety officer program and road safety promotions and advertising. For example, in the advertising area there was a doubling in the promotional activities, coupled with a strong emphasis on community-based programs. For the first time we were able to bring together those three elements. We are building on that for the current year.

Mr GIBSON (CHAIRMAN): If that is the case, why did the fatalities increase by 56 over that 12-month period?

Mr FRASER: From the perspective of the Southern Region, the bottom line is that the trend in the number of fatalities, serious fatalities and total crashes—using a three-year average because there are a lot of variables—has been continuing to decrease, despite the increase in travel. That is the position for the southern region and I think it is the same for the State as a whole.

Mr FORD: The State overall had a lower figure last year, although it was higher than the year before. We are looking at trends over time and not variations within a shorter time frame. Ray has a presentation which may be helpful for members of the Committee.

Mr TAYLOR: This is a series of overheads which I hope will indicate the underlying level of safety applying in New South Wales, and will put it in the contexts of other Australian States and the situation worldwide. It will also identify some key features which need to be taken into account in future years.

Mr FRASER: As far as the Southern Region is concerned, Members should look at the figures I handed out. An increase of 26 in the number of fatalities occurred last calendar year when compared with 1993. The number of fatal crashes has not changed much—an increase of maybe half a dozen—but the number of multiple fatality crashes, each involving four or five deaths in one crash, resulted in a distortion of the figures in the region. Fortunately, so far to date the trend of this year is not for so many multiple fatality crashes. I hope it continues.

Mr TAYLOR: Picking up on what Mr Fraser was saying, we did some analysis during the year on the fatality issue, and in other environments I have described a feature I call the “fatality trap”. The issue of fatalities as a sequence in relation to the road toll has an harmonic slope—that is, it will move up and down on the chart. However, that is not necessarily indicative of the underlying level of safety. That was the situation last year: the fatality increase was largely as a result of a substantial increase in the proportion of fatalities per fatal crash. I took the numbers out for an internal analysis and this indicated that last year we suffered a proportion of fatalities per fatal crash which was higher than it had been for 10 years, with the exception of the year of the two bus crashes. These figures were taken out as

unusual years. People ask for the reasons for the increased number of fatalities within the crashes, but I can identify no obvious reason in relation to the operation of the road system. Some degree of chance occurrence is involved in these matters. It was a case of an increased number of crashes involving vehicles containing multiple occupants.

The point of the analysis I present is to explain the underlying issues and place the New South Wales road toll in a national and international context. Firstly, it is important for members of the Committee to understand—it is probably already understood—that substantial progress has occurred in this State over a number of years when considered on the basis of the international health measure of the number of fatalities per 100,000 people. This chart, relating to the 1960s, the 1970s and the 1980s, indicates that Australia has improved compared to Japan, the United Kingdom, the United States of America and Germany. New South Wales and Victoria tend to be the major drivers of the Australian road toll, but New South Wales and Victoria are in good health, as is the Australian road toll, under this analysis. Those improvements, on a rate base, are substantially as a result of New South Wales' activity. The most recent information for New South Wales shows that we are at a rate of about 10 fatalities per 100,000 population. The United Kingdom figure is about seven fatalities, and the Netherlands is about eight and a bit, but the nature of both of those countries is not comparable with Australia. However, we are doing better than Germany, which has a fatality rate of around 12 per 100,000 population, and the United States has a figure of around 15.

At a strategic level, the work undertaken by all agencies in the State over the last 15 or 20 years has been a substantial factor in the improvement in road safety in this State, and the strategies we have in place will continue that trend. At a State level it is worthwhile identifying that leadership role. This chart indicates the number of serious casualties and the data commences in 1980—the year could have been any year, but we identified that as the trend period. The chart indicates that Victoria has had a shift in the rate of serious casualties from 1980 to 1994. The blue line is New South Wales and the red line Queensland. Clearly, Victoria and New South Wales have had a proportional reduction in serious casualties during that period, and this result is better than all of the other States. If 1980 is taken as the starting point, New South Wales has done better than Victoria. However, we must be aware of the major reductions of the 1990s.

This chart indicates serious casualties, and its red line shows New South Wales as a comparison to the rest of Australia. It can be seen that New South Wales is pulling its weight regarding the reduction of the Australian road toll. Over almost the entire period from 1990 to June 1995 New South Wales has performed better than the rest of Australia on fatalities. Any analysis of Victoria is best started at 1990. The Victorian red line is lower than the grey area representing the national road toll, but this is not the situation with Queensland. I make the comparisons to centre on what has been achieved in this State.

Mr JEFFERY (STAYSAFE): When you mentioned a comparison based on the measure of

fatalities per 100,000 population, did you allow for the fact that a great number of the population in the United Kingdom do not own cars—certainly at a lower rate than in Melbourne and Sydney—and that virtually everyone in Queensland needs a car? Are these matters taken into consideration?

Mr TAYLOR: That is part of the differences considered within the measure. If the measure is fatalities per 100 million kilometres travelled, it takes into account vehicle travel. On the other hand, the population measure takes account of people who are unprotected road users, such as pedestrians and cyclists. However, the trends tend to be the same. Slight variations occur in the angle of the slopes on the chart, but this depends upon the measures used.

Mr FORD: There are significant differences in the countries you mentioned irrespective of the measure used. The measures are at best indicative. It cannot be hoped to cover all the variations in each country with the car ownership, the climate, terrain and other such matters.

Mr TAYLOR: Last year an AUSTROADS study was applied to all States using the 1990 data point. This showed that the per kilometre travelled measure, New South Wales achieved a reduction in the fatalities situation which is double that of the base rate of Queensland. Despite the increase in the total number, Queensland has reduced its rate at a rate slower than New South Wales. Victoria has reduced its base rate by 5-10%.

The Hon. J. H. JOBLING (STAYSAFE): In which of the quantum measures used by the Roads and Traffic Authority does New South Wales not measure up with the other States?

Mr TAYLOR: This is away from my script, although the question is valid. A number of aspects relating to this arise during my script.

The Hon. J. H. JOBLING (STAYSAFE): I will wait for it to arise in the script; I hope you answer my question.

Mr MILLS (STAYSAFE): Are those figures crude, not corrected, fatalities?

Mr TAYLOR: They are absolute. I have figures of the rate per population base and a vehicle kilometre base which I can table.

We need to be aware that more recently the performance has flattened, as is indicated on the serious casualty chart. I am using these figures because the numbers in all states are large enough to flatten out some of the year by year variations. New South Wales has close to 7,000 serious casualties per year in a flat year. We have had a reduction from 1990 to 1992, and that essentially indicates the underlying level of safety. That is implied by the serious casualty line which is pretty much unchanged over the past two years, with one exception. We have improved our rate sufficiently to offset the increase in the number of people and the increase in the vehicle kilometres travelled. That is why the line is flat. However, over those

two years an increase in the number of vehicle kilometres travelled has occurred but we have improved our rate of safety sufficiently to cover that. Hence, we have a flat level performance in serious casualties. Again, these are absolute numbers.

We are not one out. This slide indicates the Victorian vehicle serious casualty situation from 1992-93 to 1994-95, and the line on the chart is flat. In other words, the underlying factors influencing the level of safety is impacting on all States. A dramatic result occurred in Queensland with a substantial increase since 1993. That is an example of where a State has been unable to cover the increase in the population and the vehicle kilometres travelled with improvements in safety. The resulting level of safety has been measured through the serious casualty increase, and the level of safety is worse.

Mr SMITH (STAYSAFE): Does Queensland have a relatively good road safety program? Are they lacking at that area as they seem to be out of step with the rest of the country?

Mr TAYLOR: The Queensland performance over the 1990s has not been as effective as the two major eastern seaboard States. At times Queensland has not performed as well as South Australia, and Western Australia is up and down as well. There is a view in Queensland that the impact of the recession was not felt in that State. The view is that Queensland had a buoyant economy throughout the 1990s and had continued growth in travel with resulting pressures on the road toll. That is a theory.

Mr SMITH (STAYSAFE): They are assuming that all the other States have it wrong and that they are right.

Mr TAYLOR: They have not had the benefit—if I could call the recession we had to have a benefit—of the downturn in activity. The travel rate in that State has stabilised yet the rate of serious casualties is increasing. It means that the Queensland rate of safety is decreasing while ours continues to improve. That is the case even though the graph shows a straight line.

The Hon. J. H. JOBLING (STAYSAFE): If the population and the number of kilometres travelled increase, is it a fair assumption that our performance as indicated on the graph will cease to be flat and will point upwards unless some new measures are brought into the system?

Mr TAYLOR: That is correct. This is a warning sign. We are at a certain stage. We estimate that travel usage will increase by 2.5% per annum, which was the figure in the late 1980s. Over the past couple of years our estimates are that that is what the rate has been and that we have been able to cover that—but, clearly with the straight line graph, only just. That is the history. What that has led to is the review and we identified new targets for Road Safety 2000, which will be promoted to the Government in a revised document shortly. If we have new targets coming out in a revised Road Safety 2000, which is a maximum of 500 fatalities and 5,500 serious injuries, these represent reductions on the 1994 figures that we

gave you. If travel is up to about that level, these are the sorts of improvements that we need on that basis every year from now on. So there is a real challenge as a result of that.

If we are to achieve that, we must get better than flat. As a community, all the people involved in the road safety committee and agencies have targeted that. They believe that, given some form of detailed analysis through the process, we can achieve that. I believe that we can, too. But that is the challenge. This shows one of the reasons that was identified as impacting on the region. This shows one of the reasons that we have gone flat. This is a graphical depiction of the tougher challenge. This is the original Road Safety 2000 target. Here is the new target as a result of the revised challenge. That is the performance in fatalities. You can notice what has happened. The red line is our estimate of vehicle travel. From late 1992, we have seen vehicle travel increase after an unprecedented period of drop during that recessionary period.

The red line dropping down had not occurred over the past 20 years. Over the past 20 years, that red line, travel, was fairly much the same slope as this, so all of our projections were based on that. When you have a reduction in travel, of course you have this steep reduction in the road toll over that period of time. We have maintained an additional reduction over this period. Indeed, the challenge is on as travel increases. I think we need to deal with those issues. Speeding involves one in three serious casualties, drink driving is still one in five and pedestrians are one in six serious casualties. We need to look at the issue of run-off road crashes—that is, the rural crash environment—which is one in four. While the number of cycle accidents was not large, the total was up, and that needs to be looked at in the nature of the program.

These are the approaches that I think will tackle the issues raised previously. For short-term reductions, these are the things that we want to do. This is to get a break, a step in the road toll function. You have received a lot of information on expanded police enforcement from Superintendent Lane. I do not know whether you want any more details. That is a negotiated program between two agencies. We are happy to resource an activity which research in Australia shows will work if we can resource it over and above the threshold level. Speed management becomes important. We have revitalisation of drink driving initiatives in the program this year. We are instituting a major pedestrian program next month and following on into the back to school children's period in February.

We need to enhance the rural fatigue program. That is one area where we need to learn more about what is likely to impact on driver behaviour. We also have a substantial program of integrated cyclist action as part of the program this year. We need to set some longer term initiatives in train, and I have spoken about them before. There is an expansion of school children's education as part of the program that we are resourcing. We need to continue to encourage people to buy safer cars. If we do that, that will have automatic control of that increased travel component. Safer cars will lead to a reduction of about 15% in casualties if you crash in a safer car, particularly one with air bags, compared to a less safe car. That is

even if you are belted in. So we have built that into the system by people purchasing safer cars.

The Hon. J. H. JOBLING (STAYSAFE): What do you mean by "safer car"? Do you mean the initiative of air bags, or is there some other definition? It sounds like a very motherhood statement.

Mr TAYLOR: Vehicles with improved safety equipment as good as existed in vehicles in the United States in the early 1990s will give us a 15% improvement in casualties. That equipment includes air bags and seat belts, and well-engineered front-crumble rates to allow for the energy to be absorbed more slowly during a crash. We think that that includes the potential dynamic safety benefits of ABS brakes but to date there is no evidence in the field where a substantial number of ABS brake cars are registered. There is no evidence that ABS brakes have generated a safety benefit. I think that there are still ways that we can work on the behaviour of drivers. Those are the key bits. I have details of all those programs, including resources.

Provision of advice concerning road safety legislation

QUESTION: Can the Committee receive general details of the circumstances where officers of the Road Safety and Traffic Management Directorate have provided formal advice on proposed legislation (including regulations), discussion papers, etc., during 1994?

RESPONSE: Proposals to amend legislation and regulations are formally prepared within the Authority through the Legislative Services Section. The Road Safety and Traffic Management Directorate liaises informally on a continuing basis with the Section over appropriate legislation, but formal advice or specific discussion papers are not routinely written. The documents surrounding proposed amendments for consideration by Parliament form the basis of formal advice. The Roads and Traffic Authority also interacts with the National Road Transport Commission on matters such as draft road rules.

QUESTION: With reference to the STAYSAFE Committee's particular concerns with road transport matters, what legislation has particular impact on the Roads and Traffic Authority?

RESPONSE: The Acts of Parliament which the Roads and Traffic Authority administers relating to road safety and the Roads and Traffic Authority's relevant powers and responsibilities are:

- Traffic Act 1909;
- Driving Instructors Act 1992;
- Recreational Vehicles Act 1983 (Part IV and VI);
- Transport Administration Act 1988; and

-
- Roads Act 1993.

QUESTION: What role did the Road Safety Bureau, and later the Road Safety and Traffic Management Directorate, play in 1994 concerning the development of nationally uniform road rules?

RESPONSE: In relation to the Australian Road Rules the Road Safety Bureau and later the Road Safety and Traffic Management Directorate have had an advisory role. Officers of the Directorate had input to the development of the rules, read and commented on the various drafts and participated in meetings and discussions regarding policy issues. Statistics relevant to policy issues were provided to assist in dealings with the National Road Transport Commission. Various drafts in the process of development of the Australian Road Rules were presented to stakeholder community forums for discussion and advice, including the Road Safety Forum and Road Safety Advisory Council. Advice from these bodies was incorporated in Roads and Traffic Authority's submissions to the National Road Transport Commission. For wider public input, the draft was advertised in registries and major metropolitan newspapers so that members of the public could make submissions directly to the National Road Transport Commission.

QUESTION: To the best of your knowledge, has the Road Safety and Traffic Management Directorate, or its predecessors, ever conducted an examination that explicitly reviewed the relationships between road safety and traffic law in order to identify opportunities for refinement of the law?

RESPONSE: Neither the Road Safety and Traffic Management Directorate nor its predecessors has conducted a major review. The traffic law has, however, been continuously reviewed over the years in light of operational experience and findings about the success of practices in other jurisdictions in Australia and elsewhere. Many aspects of the law have been reviewed as part of the development of the Australian Road Rules and other aspects of the national legislation. Reviews of specific aspects of the law are carried out from time to time; for example, occupant restraint laws, and BAC legislation. Changing the minor detail of most laws would appear to have marginal relevance to safety. But the law and associated enforcement activities are a crucial part of strategies relating to the major areas of drink driving, speeding and occupant restraint use.

Forward planning and the Road Safety 2000 strategy

QUESTION: The Road Safety Plan 1989-94 had as an overall aim to reduce fatalities and serious injuries arising from road crashes from 10,000 to 8,000. This target was achieved in 1991. Was the target for fatalities and serious injuries revised in 1991 or at any subsequent time during the operation of the Road Safety Plan 1989-94?

RESPONSE: The 1988/94 targets were revised in the inaugural Road Safety 2000 strategy in 1991. By 1994 many of these targets had to be revised. The targets for fatalities and serious injuries were again revised as part of the review of the Road Safety 2000 Strategy in 1994. These revised targets are 500 fatalities and 6,000 serious casualties (5,500 serious injuries) by the year 2000.

QUESTION: If the targets currently established for the year 2000 are met, that is, 500 deaths annually and 6000 casualties annually, what then will be the cost to the New South Wales community in 1994 dollars? How does this compare with the estimated costs to the New South Wales community for the road safety situation in 1994, that is, what savings to the New South Wales community are we aiming for?

RESPONSE: The cost to the community of road traffic crashes in New South Wales in 1994 was estimated to be around \$1,920 million. If targets of 500 fatalities and 6,000 serious casualties were achieved in the year 2000 the cost to the community of road traffic crashes (in 1994 dollars) would be reduced to around \$1,700 million per annum. Estimated accumulated benefits for the period from 1994 to the year 2000, assuming a linear achievement of targets, would be a saving in excess of \$700 million.

QUESTION: As a general estimate, what has been the cost of developing and implementing the Road Safety 2000 strategy? What savings are directly attributable to the development and implementation of the strategy, given that there was already a substantial road safety effort under way in New South Wales before the commencement of Road Safety 2000 activities?

RESPONSE: From 1990/91 to 1994/95 it is estimated that road safety funding (generally defined as road user services in the Roads and Traffic Authority annual reports) increased by around \$288 million over and above the levels that existed prior to the development of the Road Safety 2000 strategy. During the same period it is estimated there was a saving of \$2,305 million (in 1994 dollars) in costs to the community from traffic crashes. These savings are based on comparisons with the levels of road trauma costs experienced between 1988 and 1990. Australian-wide research on road safety benefits attributable to economic circumstances provides estimates of about 30% due to recessionary effects. Even discounting the whole of the above period by 30% (not all a recessionary period) provides a minimum estimated benefit from implementing the Road Safety 2000 strategy of \$1,537 million.

QUESTION: The Road Safety 2000 strategy review activities during 1994 identified a particular concern with 'triggers' or what can be called 'hot issues' that disrupted the allocation of human and financial resources away from actions programmed under the strategy. What actions have been taken to minimise the disruption caused by such hot issues?

RESPONSE: Triggers to road safety action have been generally identified with major crashes, or cataclysmic events for particular road users and groups of road users. It was

identified in the Road Safety 2000 review that these events could have both beneficial or distracting effects on the road safety program. The development of an agreed New South Wales strategy, annual action program, published action plans around major road user behaviours, a published campaign planner and in-service training and information plans for road safety workers are all initiatives which assist in placing 'hot issues' in perspective, and ensuring as far as possible the beneficial outcomes.

QUESTION: The Committee is aware of transport safety organisations in the United States and also in Europe that tailor their forward planning to identify a "Most Wanted" list. Such a list might include mandatory wearing of motorcycle helmets, or the introduction of administrative licence revocation for certain unsafe road behaviours such as excessive speed or drink-driving. Of course, New South Wales already enjoys many of the road safety countermeasures listed by organisations in other jurisdictions. What are the top half dozen or 10 countermeasures you would most want to see introduced into New South Wales? Why isn't there a "Most Wanted" list of road safety countermeasures in New South Wales?

RESPONSE: A 'Most Wanted List' is an alternative method for developing a road safety strategy and action plan. In New South Wales, the integrated and inter-sectoral Road Safety 2000 has been preferred as a method because:

- i) It acknowledges improved road safety is not just the business of the Roads and Traffic Authority.
- ii) It provides opportunities for individuals and groups to 'practice' greater safety in their daily and corporate lives.
- iii) It acknowledges the greatest effects are likely to result from the combination of integrated actions of many people and agencies rather than a 'one-off' initiative.
- iv) It maintains a strategic direction for New South Wales which has been responsible for substantial safety improvements at a greater rate than many U.S. and European states.
- v) Each year, within Road Safety 2000, an annual program focusing on key priorities is developed, as presented to STAYSAFE recently. Currently these priorities include:
 - a) extended visible police enforcement (especially speed, drink drive, and seat belts);
 - b) rejuvenated random breath testing (RBT) operations;
 - c) enhanced speed management program including increased speed enforcement and speed camera enforcement (speed zoning reviews; liberated speed camera site criteria; revised speeding penalties; examination of selected implementation of a 50 km/h local street speed limit);
 - d) expanded pedestrian and cyclist safety facilities in pedestrian precincts, and both on and off-road for cyclists; and
 - e) expanded roadside facilities including shoulder sealing, delineation and provision of 'rest areas' for fatigued drivers on major trafficked routes.

QUESTION: In 1990 a briefing paper on the context and issues involved in developing a road safety strategy to the year 2000, written for a workshop as part of the Road Safety 2000 strategic process, predicted over the decade 1990-2000 that there would be:

"nearly 10,000 deaths, 100,000 hospital casualties, 300,000 non-hospitalised casualties and some \$40 billion in financial costs..."

What are the current projections for the decade 1990-2000?

RESPONSE: The current projections for road trauma in New South Wales for the decade 1991-2000 are:

- 6,000 deaths;
- 60,000 hospital casualties;
- 190,000 non-hospitalised casualties;
- \$18 billion in financial costs (expressed in 1994 dollars).

Research programs in road safety

QUESTION: The STAYSAFE Committee would like general written briefings on the research projects commenced, completed or otherwise in progress in 1994 commissioned by or involving the Roads and Traffic Authority which concern road safety or traffic management issues or which have major implications for road safety or traffic management, organised under subcategories of:

- the terms of reference of the research project;
- brief background notes to inform the STAYSAFE Committee of the information or events which led to the research project;
- a status report of the current position and any proposed actions so that the STAYSAFE Committee is aware of the intended direction of the research project;
- the resources required for the research project.

RESPONSE: The terms of reference, background, status and resources required are given in Appendix A. This list includes research projects commissioned by, or involving the Roads and Traffic Authority. All have been identified as having gathered information in 1994 to assist in decision making which had significant road safety focus and implications. Other research undertaken or supported by the Roads and Traffic Authority is also indicated in its "Research and Development 1993-1994 Annual Report". The Authority conducts and commissions many investigations which do not primarily focus on road safety, but for which road safety is a consideration, for example, research aimed at reducing travel demand, research aimed at improving road network efficiency, and research aimed at improving the durability of road hardware. All can be expected to have some road safety benefit. There are also many research activities which take road safety into account without necessarily affecting

it. For example, evaluations of various road surfacing options may be primarily concerned with cost, durability and comfort, but skid resistance is investigated to ensure that road safety is not compromised. Details of activities in which road safety is not the major focus are not included in this response, but can be supplied if required.

The Roads and Traffic Authority is also involved in AUSTROADS projects. Lists of AUSTROADS Road Safety Program projects, as recorded in their "Work Plan 1993/94" and "Work Plan 1994-95", are also included in Appendix A: Road safety research projects of the Roads and Traffic Authority in 1994. More details are readily available in those AUSTROADS publications, if required. A list of research programs, as recorded in their "The National Strategic Research & Technology Transfer Programs 1993-94" is also included in Appendix A: Road safety research projects of the Roads and Traffic Authority in 1994. More details are available in that publication, if required.

Details of the National Road Transport Commission Work Programme as at August 1994 are also enclosed for information.

QUESTION: The STAYSAFE Committee would like details of surveys of vehicle movements, surveys of public attitudes, knowledge or beliefs about road safety or traffic management issues, and surveys of road and road infrastructure not otherwise mentioned as research projects in [answers to other questions on notice].

RESPONSE: Details of other research comprising surveys of vehicle movements, surveys of public attitudes, knowledge or beliefs about road safety or traffic management issues, and surveys of road and road infrastructure, which gathered information in 1994 to assist in decision-making which had significant road safety focus and implications, are shown below.

The Road Safety Bureau (now part of the Road Safety and Traffic Management Directorate) is responsible for the routine state-wide speed monitoring surveys which have been conducted twice each year since 1986 to provide basic information on vehicle speeds on urban and rural roads in New South Wales. Since 1993, special urban speed surveys have been conducted on a three-monthly basis to monitor speeds on different road types across the urban network. Detailed results are held on computer and are reported on file for each survey series. Summary reports of the statewide surveys are produced from time to time.

The Driver and Vehicle Policy and Regulation Directorate reported that the following surveys were conducted in 1994:

- Market research of the publication *Licensed to Drive*,
- Market research of the tape *Sound Advice*, and
- Market research of *Drivers and Riders: Guidelines for Medical Practitioners*

In the Sydney Region, there were a number of road safety surveys undertaken:

- effectiveness of red light running campaign, Sydney Region, July 1994, telephone market research;
- Evaluation of "Operation Eagle" road safety campaign, six northern Sydney local government areas, July 1994, telephone market research;
- Community knowledge of road rules, Sydney Region, September 1994 (Community Relations Branch);
- "Operation Lifeguard", police education and enforcement campaign, eastern suburbs, October 1994, telephone market research;
- *Rotary/Roads and Traffic Authority 2000 Project: A Qualitative Insight into Participation*, Sydney Region, December 1994;
- pedestrian safety campaign, Sydney Region, December 1994, telephone market research; and
- driver attitudes to bicycle riders, Sydney Region, January 1995 (Community Relations Branch).

Traffic surveys were also undertaken in the Sydney Region:

- Attitudinal survey undertaken in support of lines to replace parking signs project;
- Attitudinal survey undertaken in support of the sub-regional bicycle network project;
- Attitudinal survey on public attitudes to major signposting project; and
- Numerous traffic counts undertaken as part of traffic or safety engineering works, and travel time surveys undertaken to assist corporate monitoring programs.

The Northern Region reported the following surveys:

- Inventory of line marking and signposting on the Pacific Highway; and
- Commencement of a review of all (500) level crossing sites in the region.

The Western Region reported that a number of surveys had been undertaken during 1994:

- A survey of attitudes of Aboriginal people to driver licensing issues; and
- A small survey by vehicle regulations inspectors to compare log book statements with observation of driver behaviour.

Mr HUNTER (STAYSAFE): I refer to the Roads and Traffic Authority's response to the formal questions. Am I correct in assuming that the operations of the Roads and Traffic Authority in the road safety area are quite extensive?

Mr TAYLOR: Yes, you are.

Mr HUNTER (STAYSAFE): I would like to know if there were problems in gathering the information requested by the STAYSAFE Committee?

Mr FORD: The only problem that we encountered was that the notice was a bit tight, and we were very tight on resources. Apart from that, there were no other problems.

Mr HUNTER (STAYSAFE): What routine reporting mechanisms exist within the Roads and Traffic Authority regarding road safety activities? For example, are there obligations on managers and general managers to supply weekly or monthly reports on road safety activities? What information is contained within those regular reports?

Mr FORD: Within my Directorate, the Road Safety and Traffic Management Directorate, Mr Taylor, the General Manager of Road Safety, runs a monthly report, and all managers within his branch of the Directorate report on all activities within their area for that month. Separate to that, there are the standard financial reporting and project progress reports, and there is a regular reporting mechanism through the regional road safety managers and their staff, which Mr Taylor orchestrates as well. So the level of reporting is very high.

Mr TAYLOR: In addition to that, in terms of bottom line outcomes, there is as much as a daily reporting on some aspects.

Mr FORD: To that extent, every day I have an update on the latest accidents that have occurred, the fatalities within a month. I will have information on ambulance transport data which gives an indication of casualty accidents, both severe casualties as well as others, and hospital admissions. We will also have a comprehensive photograph of virtually every quarter of where we are up to.

Mr GIBSON (CHAIRMAN): If that is the case, why could you not answer our questions in an eight-week period?

Mr TAYLOR: The nature of the reporting does not necessarily reflect the nature of the way in which a question is requested. A program or project identification is one thing but a question is another thing.

Mr GIBSON (CHAIRMAN): One question related to the number of research programs that you are running at present, but you could not answer that.

Mr TAYLOR: We provided extensive information about the number of research programs. We have a big box of information about research undertaken over the past year.

Mr JEFFERY (STAYSAFE): Do we have all the documents?

Mr TAYLOR: You have them, yes.

Mr JEFFERY (STAYSAFE): That is a complete list of all the relevant guidelines or standards associated with the Roads and Traffic Authority?

Mr TAYLOR: Yes.

Mr FORD: We provided a fairly comprehensive list of the research undertaken by the Directorate.

Mr HUNTER (STAYSAFE): Does the Roads and Traffic Authority have a research office or a reporting location where there is a central list of all research projects and surveys conducted by or for the authority? If not, should there be such an organisational structure? A number of answers came back from different sections of the Roads and Traffic Authority. There does not seem to be a central point into which all the information is fed.

Mr FORD: It depends on what information is requested. Information on staffing, budget, finance, etc., is in fact kept centrally. But given the timing, it was quicker to get that information from the regions. Like all inventories and data bases, there is a lag time on the currency. We specifically approached our regions to get current data, rather than rely on information that may be one month or six weeks old. I assume that the questions relate purely to road safety. There is a variety of other functions that the Roads and Traffic Authority runs which are not centrally collated.

Mr HUNTER (STAYSAFE): Does the Roads and Traffic Authority have a staff position that would ensure effective parliamentary liaising in the road safety area? Our Committee deals with a number of people. Is there a way in which that process could be streamlined by dealing with one person?

Mr FORD: Yes, the position is on my right here, the General Manager of Road Safety.

Mr TAYLOR: But that is in respect of most of the issues that the Committee is interested in. One of the issues that that relates to is the previous question about research, which is germane because some of the research documentation can be characterised in different degrees. For example, there is a group of research and development programs under the research and development program but not all research comes under research and development in that sense. There is a number that can be identified as road safety, but there are some that may be associated with driver regulation and licensing issues. They may well have safety impacts so they may not appear on a safety register. However, they would still have safety impacts, and that is currently the case with some of the research we provided. The same may apply to the STAYSAFE inquiry; not all of the aspects of the STAYSAFE inquiry are focused specifically on many of the safety issues.

The Hon. J. H. JOBLING (STAYSAFE): In view of the last comment, am I correct in assuming that if this Committee was liaising with the Roads and Traffic Authority, Mr Taylor would be the point of contact for this committee to seek information on road safety? Is he given the delegation to respond to all or any of our inquiries?

Mr FORD: Through the Minister, yes.

The Hon. J. H. JOBLING (STAYSAFE): In other words, whatever we need, we still have to go through the Minister; you are not in a position to make things available to us?

Mr FORD: That is correct.

The Hon. J. H. JOBLING (STAYSAFE): Looking at your responses to the formal questions that we put to you, it is my impression that they have not been responded to or organised in the manner requested by the Committee. As you indicated earlier, there was no difficulty or problem obtaining the information requested. I shall give you an example. You were asked about the evaluation of the ROAD WHYS program, and you provided information regarding the background for the research and the current status of it, which was interesting. But you did not tell us the terms of reference for this evaluation research, especially the human capital resources outlined for the project. I want to know whether you are able to provide that information—if not, why not?—for each of the research projects and surveys commenced or in progress during 1994. If the question is a little too all-embracing, I am sure that we can give you a copy of it. I would be prepared to accept a lengthy written response on notice, provided that it addresses all the parts of the question.

Mr FORD: Certainly.

The Hon. J. H. JOBLING (STAYSAFE): Mr Chairman, I will provide an exact copy of the question in writing. To Mr Ford or Mr Taylor, again I was surprised that no complete summary of the information on the 1994 research projects and surveys that specifically have implications for road safety seems to be available. I stand to be corrected but as I perceive the information presented in response to the Committee's written questions it does not obviously identify projects or surveys conducted in other areas of the Roads and Traffic Authority such as driver licensing and vehicle registration areas or the authority's regional structure.

Mr FORD: The vast body of research in road safety would be conducted through my Directorate. Surveys may be undertaken elsewhere but, again, they would have been reported. But I could have a closer look at that for you, Mr Chairman, and come back.

The Hon. J. H. JOBLING (STAYSAFE): I do not say this in suggesting that it is so but when I look at that instinctively the question comes to mind: are you absolutely sure that the information presented to this Committee is in fact a complete listing of all the relevant road safety research projects conducted by the Roads and Traffic Authority?

Mr TAYLOR: My interpretation in working through that issue was that the interest was mainly in those undertaken by the Directorate. You are right: there may be activities and research programs which have implications for safety which have not been incorporated from other Directorates.

The Hon. J. H. JOBLING (STAYSAFE): Again, I understand the situation and would very much like to have them put on notice for you to supply them to us so that we have a full and correct collection, both categorised and, if need be, in chronological order.

Mr HOWARTH: Mr Chairman, if I may comment from one of the other directorates—certainly from the vehicle registration side—one of the problems we all have is defining what is a research project. Most of the activities we undertake I would not class personally as research. We undertake pilot programs. We do customer surveys of people going in and out of motor registries for satisfaction, et cetera. Maybe that is getting close to research. But a lot of the activities are much closer to trialing practical systems or having direct impact on regulatory structures and that sort of thing. Therefore, at first blush there is very little I would class as research into road safety per se. If the Committee would like general information about registration and licensing activities that have an impact on road safety we can provide them, providing we have some understanding of specifically what the Committee is after. But it is very difficult, without a clearer view of what is defined to be research, to know quite how to respond.

Mr GIBSON (CHAIRMAN): If that is the case, if we are pedantic about research and pilot programs, you could provide us with the pilot programs where we have asked for research.

Mr FORD: Mr Chairman, that is an entirely different issue. There are buckets of them. What we are touching on here is what we define within the Roads and Traffic Authority as being a research project, and that has a very clear definition within the organisation. But in terms of programs which have a road safety outcome, there is an enormous number which have not been reported here.

The Hon. J. H. JOBLING (STAYSAFE): That is what I was coming to, because I am aware of some.

Mr FORD: I am sorry; I did not really understand the question initially. You talked about research projects.

The Hon. J. H. JOBLING (STAYSAFE): Let me put it simply. I guess I have been around here as long as anybody and I have been on and off STAYSAFE from time to time. You would understand that some of my colleagues in the Parliament might subscribe to the theory that you are a very broad, very well based, very comprehensive organisation that—excuse me putting it crudely—has the capacity to deliver the Sir Humphrey Appleby approach. I am sure that is not right, and if it is I hope we can change it. But with Mr Howarth's comments a moment ago, in view of what you have just said, I ask you directly: is the submission before us a correct account of the activities that may have significant road safety implications that have been conducted within the areas that you manage?

Mr HOWARTH: No, it is not, because that is not what we were asked for in any way, shape

or form as I would interpret it. As Mr Ford said, there is a horde of activities. In fact, the entire vehicle regulation base of the authority, the activities of our inspectors, the pilot programs on alternative compliance, the work we are doing on driver-specific monitoring devices—none of that would I in any way, shape or form define as research but, as Mr Ford has said, they are clearly activities that have impacts on road safety. They are reported in annual reports and other separate documents. Much of the cooperative national research we do for AUSTRROADS, the National Road Transport Commission, has impacts. There is an enormous range.

The Hon. J. H. JOBLING (STAYSAFE): You can see now that if we have this misunderstanding or misinterpretation, whatever it may be, I cannot speak for my colleagues, but it certainly leaves me with a monumental amount of concern that somewhere along the line we are not getting through to one another. If you have the information, obviously it is not a national secret. If we are not asking the right questions, we need to change our approach. Equally, if the answers we are getting are leading me to ask this line of questions, I would put to you that somehow you are not understanding what we are looking for. May I ask you to have another look at this for your Authority to review whether other matters should have come before us to ensure accuracy in our understanding? Would that be a reasonable request?

Mr HOWARTH: A difficult request. I would not hesitate to say otherwise. I guess the difficulty we are having, and with respect to your Sir Humphrey Appleby remark, is understanding what you actually want and what you want to get at.

The Hon. J. H. JOBLING (STAYSAFE): This is also the need-to-know answer.

Mr GIBSON (CHAIRMAN): Let me clarify that. I can assure you that in the future you will know exactly what we mean when we ask the question. In future we will expect that the answer will apply to the question that we ask. It will be made quite clear.

Mr FORD: Mr Chairman, we would be delighted if we could have a very clear specification on that point. For example, we talked a moment ago about projects falling into that category. In the road safety area, in the black spot program in Sydney alone there were 860 different projects running last year. These were works projects—the actual construction of traffic signals, roundabouts, et cetera. By "projects" do we mean that level of detail or are we more interested in—

Mr GIBSON (CHAIRMAN): We are interested in the outcome. We do not want each individual little one; we want the overall summary of the whole lot of the black spot program. We want to find out what you people do. It is as simple as that.

Mr HUNTER (STAYSAFE): Perhaps, Mr Chairman, we could ask the Roads and Traffic Authority to supply STAYSAFE with the terminologies used and their definitions so that we

know what to ask for.

The Hon. J. H. JOBLING (STAYSAFE): That could save misunderstanding. Mr McNally, I put the same question to you: is the submission a correct account of the activities that may have significant road safety implications that have been conducted within the Roads and Traffic Authority's South region? Are you aware of any other projects in other Roads and Traffic Authority regions that should be reported?

Mr McNALLY: Mr Chairman, perhaps I could present a couple of slides—

Mr GIBSON (CHAIRMAN): I would rather you just gave us the information. There are many more questions and we are running out of time.

The Hon. J. H. JOBLING (STAYSAFE): Perhaps you could make a hard copy for the Committee.

Mr McNALLY: I have a hard copy here for the Committee.

The Hon. J. H. JOBLING (STAYSAFE): My final question is to Mr Dal Nevo. I would like to delve into what research activities were conducted by Crashlab in 1994.

Mr DAL NEVO: You first need to understand the position within the organisation. We have had a couple of significant changes over the last 12 or 18 months. Until then Crashlab had been the technical arm for the policy research area. There was a change when it was shifted from the Road Safety Bureau to the Technical Services Directorate, to put more of an emphasis on the provision of technical services, removing it from the policy area. As such, Crashlab does not have any research projects of its own at the moment. Basically, Crashlab has clients who conduct research. The clients may be other sections of the Roads and Traffic Authority or private companies, commercial activities. That makes it a bit difficult to report on research activities as such because—

The Hon. J. H. JOBLING (STAYSAFE): Could I help you by changing the question and being a little more succinct. Does Crashlab have unreported commercially sensitive research on a fee-for-service basis that you have not released?

Mr DAL NEVO: Yes, that would be correct.

The Hon. J. H. JOBLING (STAYSAFE): Do you think it would be possible that, as they come under research headings, we be advised of the names of the projects?

Mr DAL NEVO: As the material is commercially sensitive, I guess we would have to get clearance from the client.

The Hon. J. H. JOBLING (STAYSAFE): But the answer to the first question was that you have conducted research activities, was it not?

Mr DAL NEVO: Yes.

The Hon. J. H. JOBLING (STAYSAFE): But it was not going to be told to us, was it? You were not in a great rush to tell us that you had conducted these. What is the secrecy behind Crashlab?

Mr DAL NEVO: There is no secrecy. The role of Crashlab is probably not as clear from my point of view as I would like it to be in terms of—

The Hon. J. H. JOBLING: If you are heading it up, why is it not clear in your mind? What is the difficulty there? You do head it up?

Mr DAL NEVO: Yes.

The Hon. J. H. JOBLING (STAYSAFE): You do have the authority to organise. Obviously you report of course to Mr Ford. What is the problem?

Mr FORD: No, that is the misconception. Let me clarify that. Crashlab reports to our Technical Services Directorate and works largely on a fee-for-service basis on research projects undertaken within the organisation and other projects sponsored by outside organisations.

Mr HAGAN: The commercial confidentiality is really what you are talking about.

The Hon. J. H. JOBLING (STAYSAFE): I suggest commercial confidentiality is about the final report, not about what is being undertaken.

Mr GIBSON (CHAIRMAN): It can be tabled with us on a confidential basis.

Mr HAGAN: I think it would have to receive the consent of the person who engaged Crashlab as a commercial enterprise. These are not public issues. These are commercial confidentiality questions.

Mr GIBSON (CHAIRMAN): Evidence could be given in camera.

Mr HAGAN: I cannot see how you could do that without at least consulting the clients who were provided with the services that were given—

The Hon. J. H. JOBLING (STAYSAFE): The Roads and Traffic Authority, as I recall, is under the control of the New South Wales Government. Mr Chairman, this is something we

need to look seriously at. What AUSTROADS projects were under way or published in 1994 that had a major road safety implication? I will leave that question to whoever would like to respond.

Mr FORD: A number of AUSTROADS projects were under way in 1994. The speed management project is identified within the documents you have. To my mind, it would be the major project with a road safety outcome. However, AUSTROADS looks at every level of road engineering and traffic engineering. Matters such as pavement design have a road safety outcome in respect to skid resistance. For example, road design principles and bridge design principles may well have a safety outcome. We have attempted to cover all of those AUSTROADS studies, but I would be pleased to make all of that information available.

The Hon. J. H. JOBLING (STAYSAFE): I am not questioning what you did and at this stage whether it has a major road safety implication. I was asking simply what projects were under way or published in 1994 that had a major road safety implication. I accept that anything you do can be claimed to have a major safety implication the same as any drug or any practice in a hospital can claim to save lives on the same basis. I ask you to consider the question and I would appreciate your answer.

Mr JEFFERY (STAYSAFE): Who has replaced Mr Harry Camkin in his Permanent International Association of Road Corporations (PIARC) duties? [EDITORIAL NOTE: Mr Camkin was, until September 1994, the Director, Road Safety, within the Roads and Traffic Authority]

Mr TAYLOR: That is a national responsibility. It is taken up by Mr Keith Wheatley from the Federal Office of Road Safety.

Publications and speeches in 1994

QUESTION: The STAYSAFE Committee would like bibliographic details of monographs, reports, chapters, journal articles, or pamphlets on road safety traffic management, or related topics that were written by officers of the Roads and Traffic Authority or consultants contracted to the Roads and Traffic Authority that were published in 1994?

RESPONSE: Bibliographic details of monographs, reports, chapters, journal articles, or pamphlets on road safety, traffic management, or related topics that were written by officers of the Roads and Traffic Authority or consultants contracted to the Roads and Traffic Authority that were published in 1994 are listed in Appendix B: Bibliographic details of monographs, reports, chapters, journal articles, and pamphlets on road safety traffic management, and related topics written by officers of the Roads and Traffic Authority or consultants contracted to the roads and traffic authority published in 1994.

QUESTION: The STAYSAFE Committee would like bibliographic details of standards ,

codes of practice, or guidelines associated with traffic management or road safety issued by the Roads and Traffic Authority or organisations of which the Roads and Traffic Authority is a member agency (e.g., AUSTRROADS, PIARC) during 1994?

RESPONSE: Details of standards, codes of practice, or guidelines associated with traffic management or road safety issued by the Roads and Traffic Authority or organisations of which the Roads and Traffic Authority is a member agency during 1994 are listed in Appendix C: Standards, codes of practice, guidelines on traffic management or road safety issued by the Roads and Traffic Authority and associated organizations during 1994.

It should be noted that the Roads and Traffic Authority representation on the Permanent International Association of Roads Corporations (PIARC) is undertaken through AUSTRROADS. Also listed in Appendix C, for the STAYSAFE Committee's information, is a list of publications issued by AUSTRROADS in 1994.

QUESTION: The STAYSAFE Committee would like bibliographic details of papers, seminars and speeches delivered by officers employed by the Roads and Traffic Authority or consultants contracted to the Roads and Traffic Authority in 1994 that addressed topics of traffic management or road safety?

RESPONSE: Details of papers, seminars and speeches delivered by staff of Road Safety Bureau in 1994, and which covered road safety topics, are listed in Appendix D: Papers, seminars and speeches delivered by staff of the Roads and Traffic Authority in 1994 which covered road safety topics.

Mr MILLS (STAYSAFE): My questions are about the publications relevant to road safety topics with major road safety implications—the answer to an earlier question that the Roads and Traffic Authority gave. Are you sure that the information presented to the Committee is a complete listing of all publications by Roads and Traffic Authority officers or for the Roads and Traffic Authority? For example, the Sydney region 1994 conference on pedestrian safety is not there, the National Road Transport Commission's draft Australian road rules from December 1994 are not there.

Mr TAYLOR: The latter document is not our publication.

Mr MILLS (STAYSAFE): I believe the form of the question included associated bodies?

Mr TAYLOR: With respect, that is where we need some distinction.

Mr MILLS (STAYSAFE): Did any of your speakers talk at the Sydney Region 1994 conference on pedestrian safety?

Mr TAYLOR: Yes.

Mr MILLS (STAYSAFE): Apparently that did not make the list either. Could the answer be reviewed to make sure it is accurate?

Mr TAYLOR: It can.

Mr MILLS (STAYSAFE): The list contained a number of reports into road safety education—RN1/94 through to RN 7/94. Have these reports actually been published?

Mr TAYLOR: I do not believe they have been published. They are ready for publication and they are currently in discussion seeking release from the education sectors themselves.

Mr MILLS (STAYSAFE): It depends on the Department of School Education?

Mr GIBSON (CHAIRMAN): Why have they been listed as a publication?

Mr TAYLOR: Because they are in readiness. The Committee asked for reports and publications. These are ones that we are preparing to present.

Mr GIBSON (CHAIRMAN): You have assigned a research number to them for 1994?

Mr TAYLOR: They have been assigned a research number in the expectation of publication. If I am incorrect in that, I will certainly make sure. However, that is my recollection of where those particular reports are. You are referring to the earlier reports, the 1990 reports?

Mr MILLS (STAYSAFE): The reports RN1/94 through to RN 7/94.

Mr TAYLOR: Yes, that is my understanding about those reports.

Mr MILLS (STAYSAFE): Are the Roads and Traffic Authority reports that come out as research notes or consultant reports or edited publications subject to peer review?

Mr TAYLOR: They are subject to review within the organisation. Some are subject to peer review where they are sought for publication in other public journals or for utilisation as part of presentations to major conferences. However, not all are subject to peer review in the way you describe, if you mean independent peer review of the organisation.

Mr MILLS (STAYSAFE): I am talking about the scientific type or professional type publication?

Mr TAYLOR: All of them are subject to peer review within the organisation and some of them are subject to peer review externally.

Mr FORD: Particularly those areas of research where we are looking at a program of

activities that we undertook conjointly with another organisation, whether that be with the education sector, the health sector or the police sector. They will all be subject to the peer review you are talking about and it may be independent in those cases.

Advertising and community awareness activities in 1994

QUESTION: The Committee would like a general summary of road safety community awareness activities undertaken by officers employed by the Roads and Traffic Authority, or consultants contracted to the Roads and Traffic Authority, during 1994, including policy and campaign launches, speaking engagements, etc?

RESPONSE: A general summary of road safety community awareness activities undertaken by the Roads and Traffic Authority is provided in Appendix E: Road safety community awareness activities by the Roads and Traffic Authority in 1994.

The Hon. J. S. TINGLE (STAYSAFE): The answer to [the above question on notice] related to the expenditure on advertising, publicity and community relations activities. The answer of \$9.890 million spent on advertising, etc., does not identify the costs associated with the administration of these activities—costs of salaries, accommodation and so on. What are the administrative costs associated with this sort of road safety advertising, publicity and community relation activities? How much of the dollar is going into advertising and how much is going into administration? Is it possible to break that down?

Mr FORD: It is possible to break that down. We will come back to you on that.

The Hon. J. S. TINGLE (STAYSAFE): Do the figures in answer to [the above question on notice] refer to all external expenditure associated with road safety, advertising and so on by the Roads and Traffic Authority or just those administered by the corporate area? How much do the figures embrace?

Mr TAYLOR: The \$9.890 million is the figure for the Authority as a whole expended on advertising as identified in the accounts last year on advertising as a part of the wider education. What I have tried to do in this answer is to show other forms of promotional and educational expenditure which form a part of the education of road users.

The Hon. J. S. TINGLE (STAYSAFE): Is that an overall cost including salaries or the actual cost of the advertising, that is, the buying of television time?

Mr TAYLOR: That is the cost of the advertising itself.

The Hon. J. S. TINGLE (STAYSAFE): It is not for salaries?

Mr TAYLOR: That is what was paid by the Authority for advertising. It was identified in the accounts as road safety advertising.

The Hon. J. S. TINGLE (STAYSAFE): Do you have on hand the figure spent on television advertising?

Mr TAYLOR: I do not have it on hand.

The Hon. J. S. TINGLE (STAYSAFE): Would it be the major part of the budget.

Mr TAYLOR: It varies campaign by campaign. It would not be as major a part of the budget as you would imagine.

The Hon. J.S. Tingle (STAYSAFE): We will definitely have to come back on that point. We have just returned from the conference in Adelaide on drugs, alcohol and road safety and Dr David Saffron raised some questions in his paper about the cost effectiveness of television as distinct from other media, including radio and newspaper. Are we getting value for the dollar in the advertising we are placing on road safety?

Mr FORD: With the combination of the road safety advertising and the enforcement coupled with the strong emphasis on local community campaigns, there is ample literature to demonstrate that it is cost effective. However, having said that, there is always scope to do something better. This year as part of the Government's objective in advertising we have reviewed very closely our advertising budget with a view to improving its cost effectiveness. As a consequence, we have structured a program for the year which seeks discrete program areas. In each area we are looking at target enforcement or enhanced enforcement, which the Roads and Traffic Authority would be paying for, together with a very strong emphasis on local community programs. We are putting together a package for those areas, including overall public education or advertising. In doing so we would hope that we would be more effective than we were for those periods last year, particularly running those activities very strongly together.

The previous witnesses, Superintendent Lane and Inspector Tamplin, talked about Operation Saturation and Operation Cross Roads over the Christmas-January period. That is the style of program that we will be running in the future. That is extremely effective. It built on two of the elements I have just mentioned—advertising together with very strongly targeted enforcement, which the Roads and Traffic Authority paid for at the time. We are looking at three levels now. We are going to bring in below that a very strong community-based program to support the other two.

The Hon. J. S. TINGLE (STAYSAFE): You are saying that the actual cost of advertising per dollar is not necessarily the way to measure the cost effectiveness of that advertising?

Mr TAYLOR: It is the outcomes we are looking at. We are looking at the reduction in the road toll.

The Hon. J. S. TINGLE (STAYSAFE): The Roads and Traffic Authority has been able to use some advertisements that the Victorian Accident Commission produced, including the one with the VW kombi. Does the Roads and Traffic Authority have to pay Victoria for that?

Mr TAYLOR: Yes.

The Hon. J. S. TINGLE (STAYSAFE): Is it much? I am not suggesting we should not pay it; I am wondering how much it costs.

Mr TAYLOR: It is cheaper than if we had to make it ourselves. Our approach is that no matter where it comes from, from the South Pole or wherever, if we receive something that may well gel as a communication device with our target groups, we will test it. From memory, we have tested six of the various devices available in Victoria: two came up very well; two did not perform well in test conditions in New South Wales. So we purchased those two that we thought were most effective.

The Hon. J. S. TINGLE (STAYSAFE): The question of advertising agencies was also touched on by Dr. Saffron when he delivered his paper in Perth. What were the major advertising agencies? Are you in a position to tell the Committee which ones handled most of your advertising matter, whether it be by radio, television or newspapers, in that year?

Mr TAYLOR: It is a matter of contract. We have contracted with Leo Burnetts. That contract still has another twelve months to run.

Mr GIBSON (CHAIRMAN): The question was specific, about the dollar value of that advertising for 1994-95 financial year? You said it was not as much as if you had done it yourselves. But that is not the question asked. We asked about the specific dollar value.

Mr TAYLOR: On what—the purchase from Victoria?

Mr GIBSON (CHAIRMAN): Perhaps we could close the hearing at this stage. Perhaps you could come back with the answers, as there are other questions that have not been answered.

Mr TAYLOR: I cannot answer that question.

Mr GIBSON (CHAIRMAN): Why not?

Mr TAYLOR: Because I have signed a document with Victoria that says I am not allowed to tell the price of that ad. I am not allowed to.

Mr GIBSON (CHAIRMAN): In confidence you can.

Mr TAYLOR: I would need to get clearance from TAC (Victorian Transport Accident Commission).

Mr GIBSON (CHAIRMAN): The comment was made earlier that the Government in New South Wales is still running the place. Do you mean to tell me that you could make an agreement with a company, pay a silly figure of say \$100 million, and then get around or away from it by saying, "We do not have to tell you that, you are only the Government running the place"?

Mr TAYLOR: No, I am not saying that at all.

Mr GIBSON (CHAIRMAN): We demand that.

Mr TAYLOR: Obviously, I would need the Minister's clearance to provide that.

Mr GIBSON (CHAIRMAN): I will speak to the Minister, and I am sure he will speak to you. The hearing will close at this stage. If we could be given proper answers to all the questions, we would appreciate them.

FURTHER QUESTION: What is the Roads and Traffic Authority's 1994-1995 budget for advertising, publicity and community relations activities? What part of this budget is spent on road safety advertising, publicity and community relations activities? What part of the road safety budget is allocated to corporate or State-wide activities, and what part is allocated to the regional offices of the Roads and Traffic Authority? Is there a difference in the road safety advertising, publicity and community relations budget allocated to different Regional offices of the Roads and Traffic Authority, and if so, why?

FURTHER RESPONSE: We have interpreted the question as applying to all advertising, publicity and community relations activities across the whole of the Roads and Traffic Authority.

Advertising, publicity and community relations are not identified as a separate item in the Authority's budget. They are subsumed as elements in the program structure of the Authority. The Roads and Traffic Authority's 1994/95 budget for advertising, publicity and community relations activities was \$24.2 million. The part of this budget spent on road safety advertising, publicity and community relations was \$17.7 million. The part of the road safety budget allocated to corporate or State-wide activities in 1994 was \$14.4 million. The part of the road safety budget allocated to the regional offices of the Authority was \$3.3 million.

There is a difference in the road safety advertising budget allocated to different regional offices of the Authority because there are differing needs, e.g., fatigue is more of an issue in

Western Region than elsewhere, and pedestrian safety is more of an issue in Sydney Region. Also, receptiveness to road safety messages may vary from region to region.

FURTHER QUESTION: The reply of the Roads and Traffic Authority to the Committee's questions on road safety advertising, publicity and community relations did not identify the costs associated with the administration of these activities, that is, costs associated with salaries, accommodation, and so on. What are the Roads and Traffic Authority's administrative costs associated with road safety advertising, publicity, and community relations activities?

FURTHER RESPONSE: The Roads and Traffic Authority's administrative costs, associated with the administration of advertising, publicity and community relations are now included in [[Appendix E: Road safety community awareness activities by the Roads and Traffic Authority in 1994](#)], and are estimated to be \$1.7 million for road safety advertising, publicity and community relations activities.

FURTHER QUESTION: Do the figures included in the reply to the Committee refer to all external expenditures associated with road safety advertising, publicity and community relations by the Roads and Traffic Authority, or just those administered by the corporate area? What proportion of the overall expenditure on road safety advertising, publicity and community relations activities is incurred by the Roads and Traffic Authority Regions, and what proportion in the corporate area? Are there significant differences in the expenditure across regions, and if so, why?

FURTHER RESPONSE: The proportion of overall expenditure which was spent by the regions on road safety advertising, publicity and community relations activities was 18%.

FURTHER QUESTION: Of the \$9.89 million spent on road safety advertising in the 1994-1995 financial year, what proportion was spent on television advertising?

FURTHER RESPONSE: Of the \$9.89 million spent on road safety advertising in the 1994/95 financial year, \$4,478,450 was spent on television advertising. In addition, Southern Region has estimated that \$150,000 was spent on TV and related advertising in that region. Therefore the total estimated figure is \$4,628,450.

FURTHER QUESTION: Which advertising agencies were the primary contractors for the road safety advertising, publicity and community relations activities of the Roads and Traffic Authority during 1994?

FURTHER RESPONSE: Leo Burnett, Connaghan and May was the primary contractor for the road safety advertising, publicity and community relations activities of the Roads and Traffic Authority during 1994. Southern Region also contracted the Market Edge to undertake

similar activities within the region.

FURTHER QUESTION: Does the Roads and Traffic Authority pay a fee or incur some other form of expenditure for the use of the Victorian Transport Accident Commission advertisements? If yes what was the payment for the 1994-1995 financial year?

FURTHER RESPONSE: The price paid to the TAC (Victorian Transport Accident Commission) for the licence to use *6 O'clock News* was \$195,000, representing 50% of the verified production cost. Similarly, the Roads and Traffic Authority paid \$289,000 for the use of *Nightshift*, a 90-second television commercial, and a further \$16,000 for the production and use of a 30-second version of the same advertisement.

FURTHER QUESTION: With regard to expenditures on road safety advertising, publicity and community relations in other languages, what are the major strategies used and who are the principal targets for the campaigns?

FURTHER RESPONSE: As a significant proportion of the New South Wales population, non-English speaking background (NESB) communities need to receive road safety information. Research undertaken by the Roads and Traffic Authority has indicated that there are specific road safety issues for non-English speaking background (NESB) communities. Each of the major road safety campaign areas has included NESB components, primarily using a proactive community based approach. This involves using the information networks of the communities themselves, in many cases with messages presented by community leaders. This targeted strategy is also supported by more broadly based NESB media advertising and public relations.

The communities targeted and communication method used varies dependent upon the road safety area. For example, speeding and drink driving messages have been delivered primarily through ethnic newspapers in a range of languages. Occupant restraint NESB activities have targeted rear seat restraint use by children amongst the Vietnamese, Arabic, Chinese and Filipino communities. The most recent driver fatigue campaign included a component targeting shift workers from six NESB communities.

Road safety education and curriculum activities in 1994

QUESTION: A summary of the road safety curriculum development activities undertaken by the Roads and Traffic Authority during 1994, including details of projects contracted by the Roads and Traffic Authority not otherwise identified in [answers to other questions on notice].

RESPONSE: During 1994 the following curriculum based resources were developed for preschool, primary and high schools.

Kids & Traffic Program

Our Children Our Responsibility

These resources were developed to provide a road safety education program for the coordinators and parents of playgroups which are affiliated within the Playgroup Association of New South Wales. Two booklets were produced and distributed - one for coordinators and one for parents. The resources targeted the road safety issues relevant for the parents/carers of children 0-5 years. Issues treated include: passenger safety (infant restraints, child car seats, booster seats, safety door, rules and activities for child passengers); pedestrian safety (hand holding, pedestrian lights, driveway and car park safety, rules and activities for accompanied child pedestrians); and safer play (fenced areas, stopping, bicycles and wheeled toys, rules for safer play).

Picture Pack

The picture pack contains 20 poster-sized pictures, especially designed to be used as road safety stimulus pictures for children up to five years of age. The pictures reflect the three main road safety issues for preschool children: passenger, pedestrian and safe play.

At the end of 1994 approval was given by the Chief Executive to expand the funding for the early childhood program. Previously the staffing level of the program was:

- director (four hours per week);
- team leader/resource developer (full time); and
- field consultants (two full time officers).

The staffing level for the expanded program is:

- director (four hours per week);
- team leader (full time);
- resource developer (full time); and
- field consultants (four full time officers).

The recruitment of additional personnel was finalised in July, 1995.

Street Sense Program

In 1994, a major evaluation of the road safety education program (Road Safety Education, Primary Materials) indicated that Street Sense materials have a high acceptability and usage rate in primary classrooms throughout New South Wales. The materials reflect New South Wales Department of School Education policies and perspectives and New South Wales Board of Studies syllabuses.

Street Sense Teacher Resource Booklet

Since 1987, teachers have been provided annually with up-to-date teaching and learning materials on road safety topics integrated within specific syllabus or Key Learning Areas. These materials form the most formal elements of the resources developed for use in the primary school.

In 1993 a full colour teacher resource booklet, treating road safety issues within each of the six Key Learning Areas was developed and distributed to schools at the rate of one resource booklet per three members of staff. Response from schools was very positive, however schools requested that every teacher be supplied with a separate booklet.

The 1994 Teacher Resource Booklet included units in Key Learning Areas of Human Society and its Environment; Science and Technology; Creative and Practical Arts, activity pages and games.

Street Sense Calendar (classroom and kindergarten parent versions)

The Street Sense calendar has been produced annually since 1987 for children in the 5-11 age group, with evaluation indicating that 85% of teachers were aware of the calendar with 72 % having used it.

The calendar addresses safe passenger, pedestrian (including safety around buses), cycling and play behaviours. The calendar is distributed to every primary school classroom in the three education sectors, each school's librarian, principal's office, specialist teacher as well as secondary IM units (for students with a mild intellectual disability), Intensive Language Centres, municipal libraries, children's hospital wards, parents' and friends' organisation and some police and health positions involved in child safety issues.

Parent Calendar

In 1994, the Street Sense classroom calendar was adapted for distribution to the parents and carers of students in kindergarten. The Motor Accidents Authority was the principal sponsor for this strategy which was designed to target parents as road safety educators. The parent calendar had a print run of 90,000 of which none remains.

Street Sense Certificates (bus, bicycle, passenger, pedestrian)

In 1994, a series of road safety education certificates was developed to encourage and reward positive behaviours in the traffic environment. Certificate messages are couched in very simple terms and artwork targets children in groups both under and over eight years. Certificates are for safe passenger, pedestrian and cycling behaviours. A certificate was designed specifically for those children undergoing travel training and who travel to school by taxi. These are available to schools free of charge on request.

Young Driver Education Program

Driving With Attitude teacher resource books

Three teacher resource booklets were developed to support the delivery of road safety through existing syllabus areas. These were:

- Years 7-10 Personal Development/Health/Physical Education;
- Years 10-12 Personal Development/Health/Physical Education; and
- Years 11-12 General Studies.

The three resource books enable teachers to encourage student discussion on issues such as: speeding, drinking and driving, drugs and driving, driver fatigue, occupant restraints, and overcrowding of cars. Students are encouraged to analyse the reasons behind high risk attitudes and behaviours and to make informed decisions about their road use behaviour. The topics are relevant to the student target group, and are also teacher friendly in that they adhere to syllabus requirements.

Go Back You 're Going the Wrong Way video package

This video and accompanying teacher manual was developed to complement the Driving With Attitude teacher resource books. The video targets pre and novice drivers and addresses common issues which pertain to this target group. The video consists of five trigger vignettes designed to stimulate student discussion on peer pressure, drugs and driving, inexperience, peer pressure and speeding.

Seven posters were also produced to support the program.

Funding specifically allocated for professional development for teachers on the classroom delivery of the Young Driver Education Program was offered to all sectors to encourage State-wide usage of the resource. The funding paid for teacher relief to release one teacher from each NSW high school for the one day training program.

Mr JEFFERY (STAYSAFE): Your education program has, "at the end of 1994 approval was given by the Chief Executive to expand the funding for the preschool program." What outcomes are expected from this expansion of funding?

Mr TAYLOR: We would expect at least a doubling of the impact of the preschool program in the operation in preschools. That is a conservative estimate. I do not have with me the detailed objectives of the enhanced program. I can provide you with those detailed objectives. They are proportional increases and the utilisation of preschool materials by preschool teachers. They are proportional increases in the extension of the preschool materials in preschools. They are proportional extensions in agreements by preschool teacher training organisations to take on preschool teacher training with teacher trainers. They are the areas of the objectives.

Mr JEFFERY (STAYSAFE): The program seems to indicate that there was no curriculum development activity last year, is that right?

Mr TAYLOR: No, that is not correct. There are three major parts of curriculum development activity. They are towards the back of that section, three pages from the end. Are you referring to [the previous question on notice].

Mr JEFFERY (STAYSAFE): I am asking about curriculum development, which comes under [the previous question on notice].

Mr TAYLOR: That is right. We have responded that there are three categories of curriculum development last year in the kids and traffic program, *Our Children Our Responsibility*, the feature pack, which is a focus on parents and carers and their role in respect of the preschool program. There is also continued development of the existing materials in the kids and traffic program. We have not detailed all of the items which could be individually quite small items. In the street sense program the major developments were the teacher resource booklet, the street sense calendar and the street sense certificates, both focusing on bus, bicycle, passenger and pedestrian areas. The calendar, of course, is a classroom calendar which goes to every classroom teacher in primary schools. The teacher resource booklet went to every classroom teacher as well. That was a joint program between ourselves and the Motor Accident Authority. The young driver program in high schools was a major development last year of a program operating in high schools which involved three *Driving With Attitude* teacher resource books, some posters and a major support teaching video called *Go Back. You're Going the Wrong Way*. We initiated funding for the materials linked to professional development of teachers. In other words, teachers got the materials if they came to a professional development program. That has been successful in the sense that a large proportion of teachers have now taken those materials into the schools. We know they are there with some teachers who have had a training program.

Mr JEFFERY (STAYSAFE): What is actually involved when you say that in 1994 funding was tied to professional development which was offered to all school sectors for implementation of the program in all high schools in New South Wales? What was the level of funding and was the offer accepted by all school sectors?

Mr TAYLOR: We said to the school sectors that if they send one of their staff to a pre-training program to introduce the materials, a one-day activity, we will fund the teacher release for that day, and then we provided the materials that the teachers took back with them.

The Illawarra healthy cities and safe communities project

QUESTION: The 1994 annual report of the Roads and Traffic Authority indicated:

"The World Health Organisation acclaimed the Illawarra as the first Safe Community in the Southern Hemisphere in February 1994, a project which the Roads and Traffic Authority supported." (p.11)

What has been the involvement of the Roads and Traffic Authority in the development of the Illawarra Healthy Cities and Safe Communities project?

RESPONSE: The Roads and Traffic Authority responded to a proposal from Healthy Cities Illawarra by sponsoring a project manager to promote injury prevention under the umbrella of the "Safe Communities" program. The project was seen as a demonstration project which would act as a model of community support.

QUESTION: How did the Illawarra come to be selected for the Safe Community Project, and what is the World Health Organisation trying to achieve with Safe Communities Projects?

RESPONSE: Illawarra was one of the original WHO pilot Healthy Cities under a project initiated in 1982. The Illawarra was one of three areas nominated by the Commonwealth Department of Health and Community Services. The demographic mix of the area (educational institutions, industry and residential) the multicultural nature of the population and the fact that it is a fairly defined geographical area, made the Illawarra particularly suitable. The Healthy Cities program preceded the development of the Safe Communities concept.

In 1991 the Illawarra Safe Communities project was established under the umbrella of the Healthy Cities organisation. One of the objectives of Safe Community projects, which is relevant to road safety is to optimise the use of resources for injury prevention by encouraging community consultation, involvement and networking.

QUESTION: Are there any conceptual links with Toronto's Integrated Transport Project?

RESPONSE: The Directorate is not aware of any conceptual links between the projects. However, it should be noted that the focus of the Illawarra Safe Communities project is on improved community safety (homes, roads and work) whereas the title of the Toronto Project implies a transport (efficiency and access) focus.

3

ROAD SAFETY ACTIVITIES IN THE NEW SOUTH WALES POLICE SERVICE IN 1994

*Introductory remarks - Provision of advice concerning road safety legislation
- Research programs in road safety - Publications and speeches in 1994 -
Advertising and community awareness activities in 1994 - Road safety
education and curriculum activities in 1994 - The Illawarra healthy cities and
safe communities project - General matters*

Introductory remarks

The following New South Wales Police Service witnesses appeared before STAYSAFE, representing the Honourable Paul Whelan MP, Minister for Police:

Superintendent Mervyn Lyle Lane, Commander, Traffic Services Branch
Inspector Terrence Raymond Tamplin, Traffic Commander-North Region

Provision of advice concerning road safety legislation

QUESTION: The STAYSAFE Committee would like details of the circumstances and nature of advice that officers or employees of the New South Wales Police Service have provided on proposed legislation/discussion papers, etc., during 1994 and concerning road safety or traffic management issues?

RESPONSE: Australian Road Rules - enforcement advice provided to Mr Peter Murray, NSW Australian Road Rules Co-ordinator, Roads and Traffic Authority. Advice to Dr Don Carseldine, Licensing Branch, Roads and Traffic Authority, regarding the development of a National Heavy Vehicle Drivers Log Book.

Monaro District

- Advice provided to Roads and Traffic Authority on over-dimension load policy.
- Heavy vehicle speed limit strategies.
- National Road Transport Commission - federal interstate registered vehicles.

Sydney District

- Advice provided to Roads and Traffic Authority/local council for introduction of exclusive pedestrian phases at traffic control lights.

Research programs in road safety

QUESTION: The STAYSAFE Committee would like general written briefings on the research projects commenced, completed or otherwise in progress in 1994 commissioned by or involving the New South Wales Police Service which concern road safety or traffic management issues or which have major implications for road safety or traffic management, organised under subcategories of:

- the terms of reference of the research project;
- brief background notes to inform the STAYSAFE Committee of the information or events which led to the research project;
- a status report of the current position and any proposed actions so that the STAYSAFE Committee is aware of the intended direction of the research project; and
- the resources required for the research project.

RESPONSE: A steering committee comprising representatives from various police jurisdictions, including New South Wales, proposes to examine the issues of digital imaging for traffic law enforcement. The Federal Office of Road Safety has agreed to engage consultants to progress this issue.

Traffic Technology Section

As part of its charter, the Section evaluated the following road safety enforcement equipment during 1994:

- laser speed detection devices;
- new technology speed cameras;
- new technology mobile radar speed detection units;
- amphetamine speed detection technology; and
- enforcement issues associated with the Roads and Traffic Authority's SafetyCam Project.

School of Traffic and Mobile Policing, Police Academy

A safe driver study, which is being conducted by Dr John Antill, of the School of Behavioural Sciences, Macquarie University, aimed at assessing the feasibility of including a range of physiological components, that is, values, perceptions, motivations and beliefs in the New South Wales police driver training program and in driver education programs generally. A pilot study began with a cross section of police officers in metropolitan and country areas. Current position is that the pilot study has been completed but funding has restricted final formulation and presentation.

Prospect District

Research into pedestrian behaviour of the Vietnamese community within the Fairfield Council area.

QUESTION: The STAYSAFE Committee would like details of surveys of attitudes, knowledge or beliefs about road safety or traffic management issues not otherwise mentioned as research projects in the previous question.

RESPONSE: Community Attitude Survey February 1994 - January 1995.

Publications and speeches in 1994

QUESTION: The STAYSAFE Committee would like bibliographic details of monographs, reports, chapters, journal articles, or pamphlets on road safety, traffic management, or related topics that were written by officers or employees of the New South Wales Police Service or consultants contracted to the New South Wales Police Service that were published in 1994?

RESPONSE: Monographs, reports, etc. included:

- Articles published in the *Police Service Weekly*. [A 24-page annexure of articles from the Police Service Weekly was included in the Police Services submission].
- Road safety pamphlet published by Eastern Suburbs District.
- Video - *One Too Many* produced by St George/Sutherland District.
- New South Wales Police *Road Safety Challenge 1994: 610 or Less* including subsequent update documents.
- New South Wales Road Safety Campaigns, July 1994 - June 1995.

QUESTION: The STAYSAFE Committee would like details of instructions, codes of practice, or guidelines associated with traffic management or road safety issued by the New South Wales Police Service during 1994?

RESPONSE: Articles issued for information and guidance of police during 1994 included the following:

Statewide

Safe Driver System.

Revised standard operating procedures (SOPs) for random breath testing (RBT).

Sydney District

Emergency plans for disruption to major arterial roads.

Code of practice and guidelines for the operation of mobile cranes in the city of Sydney.

Operating procedures for on-street filming in the city precincts.

North West Region

Developed and implemented an emergency contingency plan associated with the disruption of traffic flow on the M4 Motorway.

QUESTION: The STAYSAFE Committee would like details of papers, seminars and speeches delivered by officers or employees of the New South Wales Police Service or consultants contracted to the New South Wales Police Service in 1994 that addressed topics of traffic management or road safety?

Statewide

A joint initiative of the New South Wales Police Service and Roads and Traffic Authority has been the development of road safety speakers notes. These notes provide the most recent road safety statistics and a description of the problem areas in New South Wales. The notes ensure that consistent information is being provided to the community on road safety issues. The notes have been distributed to all police districts. Numerous road safety presentations, speeches, etc., were delivered by officers attached to the Traffic Services Branch including several to overseas visiting groups.

Monaro District

- Discussion on public perception towards police enforcement of Traffic Act with Bega Council and interested bodies.
- Discussion on police responsibilities towards traffic facilities in CBD areas with Queanbeyan Council.
- Discussion on traffic policing and enforcement strategies employed during holiday periods with Batemans Bay community groups.

Illawarra District

- Meetings with Illawarra Road Transport Consultative Committee, Ke mbla House Drug and Alcohol Program, Apex and Rotary meetings. School fetes, school lecturing and public displays.

Orana District

- Lectures/speeches delivered to various community groups.

Peel District

- Lectures/speeches delivered to various community groups.

Macarthur District

- Community-based road safety campaign - local government areas.
- Road safety addresses given to elderly pedestrians and drivers.

Riverina District

- Road safety addresses given to Royal Australian Air Force personnel and service
-

clubs.

Advertising and community awareness activities in 1994

QUESTION: The STAYSAFE Committee would like general details of road safety community awareness activities undertaken by officers or employees of the New South Wales Police Service, or consultants contracted to the New South Wales Police Service, during 1994, including policy and campaign launches, speaking engagements, etc.?

RESPONSE: The New South Wales Police Service replied:

Statewide

- Operation Safe Arrival (Christmas/New Year period).
- Operation Tortoise (Easter long weekend).
- Operation Stay Alert (Queens Birthday long weekend).
- Operation Slowdown (October Labour Day long weekend).
- Operation Drink Drive (March and November annually).

Peel District

- Monthly radio talkback shows. Telephone hotline Moree Patrol.
- Tamworth Patrol local television weekly police file.

Orana District

- Newspaper articles, radio and television programs.

Prospect District

- Street Legal aimed at young drivers with an emphasis on driver safety, road safety and passenger safety.
- Streets Ahead (Fairfield) to raise community awareness and understanding of road safety issues.
- Operation Loch Ness (Blacktown) similar to the Streets Ahead program.

Monaro District

- Operation Snow Safe targets road trauma during the snow season.

Sydney District

- Drink Walker campaign aimed at reducing alcohol related pedestrian crashes.

Murray District

- Operation RAID (Remove Alcohol Impaired Drivers).

Eastern Suburbs District

- Education display during Step Safely launch.
-

St George/Sutherland District

- Operation Road Ranger targeting unroadworthy heavy vehicles.

Mid-western Suburbs District

- Launch of Marrickville Pedestrian Safety Campaign.
- Police interviewed on Radio 2NBC-FM on road safety issues.

Barrier District

- Operation Family Safe (ongoing) raised community awareness of road safety issues.

Road safety education and curriculum activities in 1994

QUESTION: Details of road safety education and curriculum development activities conducted or sponsored by the New South Wales Police Service during 1994?

RESPONSE: The New South Wales Police Service replied:

Statewide

ROAD WHYS (a road safety program targeting students in secondary schools) delivered by police in all police districts. During 1994 the following ROAD WHYS activities were achieved:

- 1,279 police trained in the program;
- 278 high school visits; and
- 27,479 students received the program.

Operation EN-LITE-EN (program to educate/highlight the effects of alcohol on drivers and pedestrians) delivered in various police districts throughout the year.

School of Traffic and Mobile Policing, Police Academy

School of Traffic and Mobile Policing delivered the following traffic related courses:

- Patrol Traffic Services Course;
- Highway Patrol Education Program; and
- Crash Investigation Course.

Illawarra District

- Bus Safety Program (bus safety education) conducted in both preschools and primary schools.

Sydney District

- Road safety education presented to Royal Australian Navy, Telecom, and insurance underwriters by Highway Patrol personnel.
-

Murray District

- *Know When To Stop* campaign (drink drive initiative).
- Albury talk-back radio program aimed at overnight truck drivers to address fatigue.

Eastern Suburbs District

- Road safety lectures to industrial groups and senior citizens.

St George/Sutherland District

- *Take The Time* road safety program aimed at the elderly pedestrians.
- *Look Alive* community road safety program targeting all road users in the Sutherland Shire.
- *One Too Many* targeting young people.
- Bicycle safety programs conducted.

Warringah District

- Education/enforcement program Operation Shoreline targeting among other things , pedestrian and cyclist safety.

Nepean/Blue Mountains District

- Youth Defensive Driving Program.
- Conduct driver awareness seminars for companies engaged in the heavy vehicle industry.

Prospect District

- Conduct the CARES program (Community Road Safety Education Scheme) aimed at primary school children).
- Road safety lectures to teenagers/young adults at Police Youth Clubs.
- Traffic offenders program aimed at recidivist motorists.

Northern Rivers District

- Joint initiative by police and Department of Public Prosecutions to rehabilitate first offenders convicted of serious traffic offences including drink driver offences.

Macarthur District

- Police involvement in road safety discussions at all major car clubs/hot rod shows.

Northern Suburbs District

- Conducted the CARES program (Community Road Safety Education Scheme) aimed at primary school children).

The Illawarra Healthy Cities and Safe Communities project

QUESTION: The World Health Organisation acclaimed the Illawarra as the first Safe Community in the Southern Hemisphere in February 1994. What has been the involvement of the New South Wales Police Service in the development of the Illawarra Healthy Cities and Safe Communities project?

RESPONSE: The New South Wales Police Service replied:

Illawarra District

- Highway patrol presented with a certificate from the World Health Organisation for developing and implementing a truck safety education program.
- Police involvement in the implementation of the Illawarra Healthy Cities Drug and Alcohol reduction campaigns.
- Police involvement in the implementation of the Illawarra Healthy Cities Bicycle Safety Campaign.

General matters

Mr GIBSON (CHAIRMAN): I am told that you have prepared a comprehensive statement and that you will accept questions from Committee Members following your presentation.

Superintendent LANE: I make this presentation to external bodies as well as to our organisation, and this performs part of what is mentioned in the submission relating to speakers' notes, which we have prepared in consultation with the Roads and Traffic Authority regarding road safety in New South Wales. Part of that presentation includes outlining the road toll situation as it affects the population. Although the statistics on this slide are 1993 statistics, each year the Roads and Traffic Authority produces its annual crash data and we update our information. The chart indicates the current road toll and the situation at the end of 1993 through to 1994. It can be seen that a dramatic reduction has occurred in the road toll since the introduction of random breath testing in 1992. It can also be seen that a gradual reduction has occurred in the number of serious injuries. That downward trend, although continuing, is levelling over the last three years of 1992, 1993 and 1994.

This slide indicates the position with traffic crashes in relation to other causes of death and relates to years of productive life lost. Traffic crashes are second to cancer in this regard. This slide indicates the enormous community cost of crashes—it runs into billions of dollars—when people are killed and seriously injured.

Mr Gibson (CHAIRMAN): Is that the situation in New South Wales in 1993?

Superintendent LANE: Yes. The chart applies from 1984 until 1993, at January 1993

values. So, it was estimated that each person involved in a fatal traffic crash equated to a community cost of \$674,000. That estimate relates to lost employment, the cost of medical services and to all the other things involved. An enormous amount of money is directed to road casualties in New South Wales annually.

As our part of the contribution to road safety we have a corporate plan. This has a vision of trying to achieve the safest streets in Australia by the end of the decade. The plan has a number of key result areas, including road safety. The objective of the road safety portion of the key result area is to reduce the number and severity of road crashes in New South Wales by concentrating police activities on identified crash locations, with emphasis on alcohol and speed related crashes. We have a number of strategies which have been identified to try to address these issues. This slide highlights the breath testing, the speed reduction, the heavy vehicle and the seat belt and helmet programs. It also identifies road safety education, the black spot areas, our work with others, and the expansion of technical support in this area. Technical support is the technology available to assist us in carrying out our role.

We have a joint road safety action plan between the police and the Roads and Traffic Authority, and although the slide indicates that it applies to 1993-94 the concept of the document is relevant today. We are in the process of revamping the document, and I have suggested that we leave the year off the document next time. Part of that joint action plan is a memorandum of understanding between the Roads and Traffic Authority and the police, and this identifies the role of each organisation and the areas of joint responsibility. That led to a road safety campaign calendar. This has proved to be an extremely valuable resource for not only the police organisation and the Roads and Traffic Authority, but also for others involved in road safety. It provides a focus for road safety throughout New South Wales and, as part of that, it provides a new road safety theme for each month of the year. It operates on a fiscal year. There are occasions when we will have more than one theme within a particular month. What we have developed are speakers notes. We have distributed those speaker's notes to every police district within New South Wales. The idea is that the information contained in that document gives them information in relation to the history of road safety since the Second World War, and it gives them details on the causes of problems in the main areas: drink driving, speed, fatigue, occupant restraints and pedestrian safety. It helps the police and others not only to develop their own plans. When they are giving lectures or delivering talks to various people, it enables them to talk virtually with the one voice on road safety.

Mr Gibson (CHAIRMAN): Have we received a copy of that?

Superintendent LANE: I am not sure.

Mr JEFFERY (STAYSAFE): Every member of Parliament receives it.

Superintendent LANE: Every time the Roads and Traffic Authority brings out its annual

crash statistics, we revisit the document—it is in loose leaf—and bring it up to date. The earlier graphs that you saw and the cost to the community form part of that kit. We update it each year and then send out loose leaf forms to the police and others who are involved. We have a safe driving policy within the New South Wales Police Service. Part of that is to encourage the police to act as role models in the way in which they perform their duties and the way in which they drive motor vehicles in relation to road safety. That document is currently being reviewed. It is about to be put before some operational police constables. They are the main ones who are governed by that document. A workshop will be held at the academy in the near future, and they will work their way through the revised document to see what problems are perceived by the operational police in the current document and the proposed revamped document.

One of the areas in which we have been particularly successful is developing road safety campaigns for local government areas. This one resulted from concerns in the Blacktown local government area about the number of fatalities. Blacktown was the local government area with the highest number of fatalities. The police, the Roads and Traffic Authority and the council got together and worked through a program to try to address road safety problems in that particular area. This is one of the initiatives that came out of it in relation to publicising road safety in the Blacktown area. The Police Service agreed to establish a task force of thirteen highway patrol police. They came from what were then known as the Blacktown and Penrith police districts. They work on Thursday, Friday and Saturday nights to address road safety problems within the Blacktown local government area.

As a result of that, the road toll in the Blacktown local government area dropped dramatically. It ended up being the lowest on record, and it has not increased to any great degree since the campaign, which is ongoing, was introduced. The Roads and Traffic Authority did an evaluation of the campaign, which indicated that unprompted recall was as high as 32% and that the most frequently mentioned issues were drink driving, speed and an increase in the number of police cars in the area. Roadside signs made the most significant contribution to awareness of the campaign, increasing from 3% to 13% between the pre and post campaign surveys. Residents believe that road safety is an important issue. More than half believed that there were more police. The campaign achieved a heightened community awareness of methods used by the police to apprehend speeding motorists, and more than one third felt that they had changed the way they thought or behaved when driving in the Blacktown area. We saw that as an extremely successful initiative, and it is ongoing.

Mr Gibson (CHAIRMAN): When was that survey conducted?

Superintendent LANE: After 1990, I think it was initially.

Inspector TAMPLIN: It was introduced in December 1990 under the name Loch Ness. This survey would have been done about the end of 1993.

Superintendent LANE: Initially, the operation ran for two years with an evaluation after the first 12 months. As you are aware, they have recently done another evaluation of the same operation, and they relaunched it recently.

Mr Gibson (CHAIRMAN): In a different area?

Superintendent LANE: They have expanded it to the Blacktown and Penrith local government areas because of the success of the operation.

Inspector TAMPLIN: We initially targeted two patrols, Mount Druitt and Blacktown. When I was the commander in Blacktown I expanded it to both the council areas, and it has gone from there.

Superintendent LANE: Since its introduction, road accidents in Blacktown have reduced by 45%, in Mount Druitt by over 66% and in Penrith by almost 50%. Road accident casualties—that is, fatalities and serious injuries—have reduced by approximately 50% in Blacktown, 80% in Mount Druitt and more than 50% in Penrith.

The Hon. A. B. MANSON: Have you tried it in any other local government area?

Superintendent LANE: Yes. Because of the success of this concept, we are encouraging its introduction in other local government areas. It is called Operation Pentagon. The operation involves the police, the Roads and Traffic Authority and the three local government areas, and it takes in Parramatta, Windsor and Hawkesbury.

Inspector TAMPLIN: Hawkesbury shire, Cumberland shire and Windsor.

Superintendent LANE: Operation Pentagon is still running. The police are just about to put up signs in that area—they go up in October. The police run eight to ten highway patrol cars on Friday and Saturday nights to impact on problems in those three council areas. This is another initiative with police targeting speeding in the Holroyd municipality. In Fairfield they have the Streets Ahead campaign, which has apparently proved extremely successful in the way it has been operating. These are all along the same lines as Loch Ness.

Inspector TAMPLIN: In the first 12 months of the Streets Ahead operation, Fairfield went from having the worst traffic history in the State to being number 11. Streets Ahead worked very well in the first year, and it is still achieving those things.

Superintendent LANE: Other initiatives that we have tried in the Windsor area include seat belt campaigns. We found that putting up signposts heightens the awareness of the community in relation to what we are trying to achieve. It has an effect on behaviour. With these types of things, we are looking at changing either the wording of the signs or the design of them on a regular basis so that people do not become too complacent about that particular

activity. That was just another one about baby capsules. That is now what we have with Loch Ness. It indicates what the police are targeting at a particular time, and it is generally governed by the calendar. The Roads and Traffic Authority does the publicity and the police promote what they are doing. If the month is drink driving, that is how the sign will appear.

Inspector TAMPLIN: You might notice that there is a crack across the middle of the sign. We found that people got too used to the signs being displayed for 365 days of the year, so it closes up and is opened again at targeted times.

Superintendent LANE: That is what we have done with Loch Ness, which was relaunched recently. There are a number of other campaigns but that is the way in which they promote them. To answer an earlier question, the campaign was extended to the northern suburbs and was called Operation Eagle. What they did was include bumper stickers for the community ownership. They were trying to get greater ownership by the community of road safety in that area. They have a major problem with pedestrians, particularly aged pedestrians, so they are promoting their concerns and what they are trying to achieve with their pedestrians.

It showed that there was heightened awareness of the program, and the yellow one is the road sign as it came out of the Blacktown campaign. The road signs were the best way of promoting what we were trying to achieve. It has now extended to the eastern suburbs with Operation Lifeguard. These are the sorts of things that they are doing to promote the activity. There is a pedestrian problem in the eastern suburbs so part of the Lifeguard concept is a major focus on pedestrian safety. It has then extended to the Warringah district with Operation Shoreline. They tried to relate it to the police patrols. As you can see, there is the Collaroy police patrol and the Dee Why police patrol. At present there are proposals for it to be introduced in the Macarthur district called Operation Macarthur. There are proposals to introduce it in the Canterbury Bankstown area, and it will be called Operation Marathon. There is one currently operating in the Barrier district, which is the Broken Hill district. I have no photographs of that.

We are encouraging this type of concept throughout local government and police districts. We are involved with ROAD WHYS. That involves going into senior schools and educating senior students about road safety and the police role in it. That has recently been evaluated. As you will recall, that was included in our submission on pedestrian safety. We are also involved in CARES projects at Prospect, St Marys and St Ives. There is one at Albury, and there are a number of others located in country areas in which there are police citizens youth clubs. It is proposed to introduce a number of others in the metropolitan area. As you are aware, they have expanded to teach children bicycle safety, pedestrian safety and safety in the vicinity of buses. They are also looking at expanding the concept to address problems with the aged and to use the facility on weekends for those sorts of purposes.

Mr HUNTER (STAYSAFE): What is that facility?

Superintendent LANE: It is a specially designed facility. It is developed in the form of a street system with pedestrian crossings, stop signs, and traffic signals. Children are instructed on how to negotiate the street system and what to look for. Their bikes are checked to ensure that they are roadworthy. They are taught how to use helmets and to ensure that their helmets are properly fitted. First the police go to the school and talk to the children about what will occur on the day. They have the children on the day and after that they revisit the school to find out what the children learnt.

Mr HUNTER (STAYSAFE): Where are these located?

Superintendent LANE: The first one was developed at Prospect. There is one at St Ives at the old driver training school. There was one recently launched at St Marys. There is also a complex at the Albury Police Citizens Youth Club, and there are a number of others at some of the other towns in the south west of the State, which I have not seen. I simply cannot recall the names of the locations.

Mr HUNTER (STAYSAFE): There is nothing in the Hunter region that you know of?

Inspector TAMPLIN: No, not at this stage.

Superintendent LANE: We have introduced integrated light bar systems on police vehicles. They were originally installed on all highway patrol vehicles and they are gradually being provided on all police vehicles. The integrated light bar system has a message capability. It is designed to increase our profile and to help police in controlling traffic.

Mr JEFFERY (STAYSAFE): I understand that it is a world first.

Superintendent LANE: I recently spoke with some Americans who were most impressed with the concept. They were very keen to take it back with them. On the recent trip overseas with STAYSAFE I did not see anything that came anywhere near it.

Mr JEFFERY (STAYSAFE): Particularly with an accident ahead. You can save a man.

Superintendent LANE: It helps you with road closures, telling people to merge to the left or to the right and where there is an accident ahead. Previously you might have had to use two police officers to control the situation. Now you can effectively control it with the car and one officer. It has the capability of displaying approximately 100 messages. A wide range of messages can be put into the bars. We require ten standard ones to be put into the bars. They are preprogrammed when the vehicle is fitted out. They include signs for random breath testing and speed checks. There was a perception that we were not doing a lot of speed enforcement. People have a pretty good idea when police are doing random breath checks. If you have somebody pulled over on the side of the road and there is nothing to indicate why the person has been pulled over there is a loss of deterrent effect so police are instructed to

illuminate the speed check sign when a motorist has been pulled over for exceeding the speed limit. The same applies with seat belt checks. "Rest, revive, survive" is available when we are dealing with fatigue problems. There are signs calling for a reduction in speed. The suggestion is that if an officer sees a group of vehicles travelling at above the speed limit he should pull in front of those vehicles, flick the light on and ask them to reduce speed. There is another sign encouraging people to buckle up, to do the right thing. Use of the light bars in that way has achieved very positive results from motorists. To increase our profile with breath testing we are looking at what buses we have. We are looking at the use of multipurpose vehicles. They could act as a breath testing bus as well as a mobile police station. One operates in the Illawarra and Shoalhaven.

Mr SMITH (STAYSAFE): It does a great job too.

Superintendent LANE: It was fitted out with the assistance of the Roads and Traffic Authority. The random breath testing sign on the side is attached with velcro so it can be removed when the bus is not being used for random breath testing. It is in great demand in the area. It is a fully equipped police station and a multipurpose vehicle.

Inspector TAMPLIN: We have two now: one at southwest region and one at south and we have just ordered ours for the north.

Superintendent LANE: A smaller one was being used in northern districts. It is a people mover and can be utilised for other things as well, such as promotional work with the Roads and Traffic Authority and the like. We have found that a large number of people are not aware of how little alcohol it takes to put you over the limit. With the Roads and Traffic Authority and others we are putting on demonstrations within licensed premises. We encourage people to be tested so that they have an indication of the effects of alcohol on them. It is particularly valuable with young women. They show a big interest in it. One of the initiatives is called "Drink Safe-Drive Safe".

Mr SMALL (STAYSAFE): That slide shows Edward River, Deniliquin.

Superintendent LANE: Yes. That program is running in the southern part of the State. We also have operating out of my area, my staff, the breath analysis people. They regularly go out and inspect all of the equipment. They have a display, which again has been funded by the Roads and Traffic Authority. They organise with the operational police in a particular town to go into licensed premises whilst they are in the town. They will put on this display and encourage people to be tested whilst they are in the premises. We then breath test them with the breath analysis instruments to give them an idea of how they are affected by alcohol. Again, it is a way of trying to educate them.

Mr JEFFERY (STAYSAFE): I notice that with the guys and the women you tell them to watch their third drink. Is it not possible for women who have had two wines to be over the

limit?

Superintendent LANE: Yes. There is one scale for male and one for female. There are two separate posters in relation to males and females.

The Hon. A. B. MANSON (STAYSAFE): What sort of response are you getting from licensed premises?

Superintendent LANE: We have been into a lot of the major ones—Penrith Leagues Club, for example. A number of major ones have encouraged us to come in. Police have revisited them on more than one occasion. We are encouraging police in country towns in particular to get involved in developing these sorts of concepts. They have a special funded scheme running in the northern rivers region. I think it has run for about six months on trial.

Inspector TAMPLIN: It has just been extended. They have just got additional funding through the health commission. It has been extended and they are going into the big clubs like the twin services club and places like that. It has been very well received.

The Hon. A. B. MANSON (STAYSAFE): How do licensed premises request this service?

Superintendent LANE: Through their local police. We try to encourage the local people to start or develop it. We advertise widely that our services are available. Down in the southern region they have Anne-Marie Walker, who is employed by the Roads and Traffic Authority, I think, who goes around promoting these things. She gets licensed premises and clubs involved in running this sort of initiative. Again, with the Roads and Traffic Authority we have an involvement in carrying out joint heavy vehicle operations. They have proved to be extremely successful, particularly in the northwestern part of the State. We run them not only in conjunction with the Roads and Traffic Authority but also with the dangerous goods people, the Environment Protection Agency and the Federal communications people—where a need exists. We also might have drug enforcement people with us as well when they are looking for drugs.

The Roads and Traffic Authority uses its truckalyser. We carry out breath testing at the same time, testing passing car drivers as well as heavy vehicle drivers. We are looking at developing a traffic intelligence and management system. A number of systems are being run by the various districts and patrols—their own computer programs. We are trying to develop a uniform one throughout the State. The concept is that every piece of traffic activity will be put into the system. It will tell you when the police are on the road, how long they spend on the road, how long they spend in the office, how much time they spend lecturing and how much time they spend at court. It will provide all the information in relation to crashes in a particular area, where they occurred, the time of day and the day of the week. With

infringements, it will tell you where they were detected, the time of day and the day of the week. The same with breath testing. All that information will go into the system and from that the police will be able to be tasked correctly to address the problems in their areas.

Inspector TAMPLIN: It is also coupled to map information.

Superintendent LANE: With the map info, which is where you plot things on a map, the idea is—it is being done in some of the districts—that you plot all your accidents and where your activities are occurring and make sure there is a correlation between the two. Last year we tried to keep the road toll under 610. We did not succeed but with the help of the Roads and Traffic Authority we put it out to all our district people as a challenge to them to try to keep the road toll below 610.

I also wish to table some indications of the way in which we task our police, particularly in relation to last year. The Northern Rivers police district has implemented a new computer program to task police. It has resulted in a substantial increase. The program was evaluated and from 1 July 1994 to 30 April 1995 compared with the same period in the previous 12 months the P4 crashes had decreased by 8%. In the fiscal year to date fatal crash statistics are down although in the year to date statistics—that is for this year—there had been an increase. Injuries had decreased by 8%. It was a requirement that police had to stop X numbers of heavy vehicles per shift. The numbers of heavy vehicles checked increased by 11,000 in the 12 months. It went up by 224%. The number of heavy vehicle offences detected increased by 37%. The number of kilometres travelled by highway patrol police increased by 28%. The number of tests conducted by highway patrol police increased by 26% and the number infringement notices issued by highway patrol police decreased. This was because of the high police profile on the roads.

The highway was divided into sectors and police were rostered so that at any given time a number of police could be seen on the highway. Operations Coast Roads was run over the Christmas period of 1994 through to January 1995. We considered it to be extremely successful. Police had a very high profile on the Pacific Highway. On one day when I travelled on the highway I saw 18 marked police vehicles between the Harbour Bridge and Ballina. The theory was that if you travelled the Pacific Highway you should encounter at least 20 police vehicles on any day. This resulted in a reduction in casualty crashes. The Roads and Traffic Authority did an evaluation of the program. It provided funding for this. With the funding provided and the reduction in crashes the cost-benefit ratio was 20:1. The figure for the Roads and Traffic Authority advertising was 4:1 but it was still considered a success. That operation is continuing.

We are encouraging the districts to develop their own district plans. The Macarthur district is another example. It gave a presentation the other day. It also gave one in 1994. It showed how that district goes about addressing its road safety problems. The time of fatalities and the time of day of injury crashes are considered in addressing the problems. Activities in the area

have increased. There has been a decrease in complaints about highway patrol activities. We have a customer service workshop which we put all the highway patrol supervisors through. That is now being extended to constables as well. There are documents relating to northwest region's Operation Back Roads. Police are sent from the metropolitan area to address problems within the northwestern part of the State. I think it is about once every six weeks. There is also a copy of the orders for Cumberland District in relation to Operation Tortoise, which is the one we conduct over the Easter period. It highlights the taskings that they give to general duty police and highway patrol police and indicates where they carry out their random breath testing and radar operations. In addition, there are examples of district traffic plans. In our submission we have indicated that we have not engaged a consultant to help with developing district traffic plans. He is still involved and we have a number of districts that have prepared their plans. The consultant looks at those plans and gives advice on where they have gone wrong in the development or what should be done to try to highlight the activities contained within the document. The purpose of that is that the district traffic coordinator would talk with his district superintendent and they would develop a plan and come to an agreement on how to address the road safety issues within that local district. That would be a signed document between the two of them as an undertaking that they would try to achieve that.

MR GIBSON (CHAIRMAN): With the success of Operation Loch Ness and others and the advertising—with signs that close and reopen because people become too familiar with them—do you think our advertising dollar on road safety can be better spent than it is today? Does the Roads and Traffic Authority confide in the police before it runs an advertisement on television?

Superintendent LANE: What normally happens is that we are consulted in relation to the content of the ad and the message that is trying to be put across. We give advice in relation to it. An example of that is the current speed radio ads. The first attempt at those left a lot to be desired, so far as we were concerned, and we expressed those views to the Roads and Traffic Authority. As a result, those commercials were changed. The ones you hear today are much better than they were originally. Again, we are trying to do that as a short-term measure, particularly since random breath testing (RBT). It is important that publicity and enforcement go hand in hand. That has clearly been demonstrated by the successes of random breath testing.

MR GIBSON (CHAIRMAN): Has it always been the case that the Roads and Traffic Authority would consult with the police before it ran an advertisement on road safety?

Superintendent LANE: It has in recent years. I have been doing this particular job since November 1988 and as far as I know that consultation has occurred since then.

Inspector TAMPLIN: We have a group of what we call Group of Ten - Group of Eight meetings. It is structured state-wide. The four police coordinators meet with their

counterparts in the Roads and Traffic Authority and it comes down to the region where I have five country coordinators. Their counterparts meet in the country areas on a three-monthly basis. The same happens in the city Roads and Traffic Authority region. That is where the decisions are made. Decisions are jointly made and we generally support one another.

Superintendent LANE: I brought three videos with me that can be viewed if time is available. One illustrates the development of a publicity campaign in relation to what we called Operation Raid, which was an operation developed by the Roads and Traffic Authority and the police to address problems in the Albury district. It was a cross-border operation with the Victorian police as well. There is also one on Operation Mateship, which is similar to EN-LITE-EN. That was developed in the north-western part of the State. There is also one dealing with the activities over Operation Tortoise.

Mr JEFFERY (STAYSAFE): You have mentioned increased activities in certain areas. Are these increased activities in obviously high-fine areas used to generate income as a management bill rather than for other reasons?

Superintendent LANE: What we try to do is address the road trauma problems within those areas. That is the way in which they are evaluated in relation to the reduction in crashes, reduction in casualties and, in particular, the changed behaviour of the driving population within those areas and their awareness of what we are actually doing.

Mr JEFFERY (STAYSAFE): There is a perception with constituents that police are only there to get increased revenue for the Government and are not out catching the real crooks.

Superintendent LANE: That is an issue that we are continually confronted with. To give you an example, over the Queen's Birthday weekend a person who rang a radio station had the perception that we were revenue raising on a particular street. I made inquiries about the activity. The area had an accident problem—34 accidents over a particular period of time. Complaints had been received from local residents about the dangers of trying to get in and out of their driveways and about the speed at which vehicles were travelling. Whilst it was a 60 km/h area, all motorists reported were exceeding the limit by more than 80 km/h and there were people that exceeded it at 134 km/h. There was one driving at 109 km/h in a n unregistered and uninsured vehicle.

It is a major marketing exercise that the police and the Roads and Traffic Authority have to continually address to try to get the message across that this exercise is to try to reduce the road toll. That is why we are placing a lot of emphasis on planning these district plans, particularly with police. They should have proper intelligence about where accidents are occurring and where the problems are. We have to make sure that police are properly tasked

to address those issues. If we are able to get this intelligence and management computer program up and running and we link that with map info so that we are able to plot accidents and where our activities are, we will certainly be able to counter those accusations.

One of the biggest problems with the community is that if it is in their local street they perceive it as a problem, but then they start to drive along somebody else's local street, which does not have an impact on them, and see our activity as revenue raising. The community has two standards. It is a matter of trying to convince people that the standard that applies in your own area equally applies to others in their local area.

MR GIBSON (CHAIRMAN): We have fewer highway patrol police now than in 1992. Does that mean that as a Parliament we have two standards?

Mr LANE: That is correct. If I can refer to when John Avery was Commissioner and I got this position, he said to me that one of my roles was to make sure that I have not just got 1,000 police doing traffic law enforcement; I need 13,000 to do traffic law enforcement. So, one of the things was to encourage general duty police to become more involved in traffic than probably what they had been in the past. To some extent that has been successful in that with random breath testing the general duty police are currently doing just under 50% of testing. When it was introduced in 1982 random breath testing was the exclusive domain of highway patrol police. With the operations we currently run, even in 1994 and now, we are utilising a lot more general police in special operations than we have done in the past.

The Hon. J. S. TINGLE (STAYSAFE): What consideration is given relatively to administrative and safety considerations when police are being positioned? I was a little concerned some time ago with the proposal to remove two of the highway patrol cars from Bulahdelah, which is one of the worst black spots on the highway, to Forster just because there was a new police station and administratively it was more convenient to have them there. The two cars and four policemen were to be moved. It was purely an administrative decision. From a road safety point of view highway patrol cars are important on that stretch north of Bulahdelah.

Superintendent LANE: We have only got just on 1,000 highway patrol officers.

The Hon. J. S. TINGLE (STAYSAFE): Should we have more?

Superintendent LANE: I suppose everyone would like to have more of their resources, but it comes back to competing needs. We have to make sure that what we use is working smarter. That is what we are trying to achieve. When you start to split groups into small numbers, it is difficult to roster them in such a way that you have complete coverage on the road. As an organisation we have to look at whether it is better for us to have them in a larger group where we can roster them more effectively or leave them in small groups. If we leave them in small groups, particularly in country towns, we have to make sure they are properly

coordinated, tasked and rostered. They are the sorts of things we are dealing with at the moment. If you look at Glen Innes and Tenterfield as an example, Tenterfield has a small group of highway patrol officers and there is a small group at Glen Innes. Tenterfield is only 15 kilometres from the Queensland border. So, they can only travel 15 kilometres in one direction. If they head back towards Glen Innes, it is only an hour's drive. So they go halfway because in theory Glen Innes officers travel north and Tenterfield officers travel south. The area of their patrol is very limited, and there are three at each location. The question you have to ask is: would it be better to have them located at one location, for example at Glen Innes, and patrol to the north and enable you to more effectively use the resources available? They are the sorts of management decisions that we have to look at and come to grips with. When you start to talk about country areas, of course, if you have nine police at Tenterfield and take three of them away, the community only views it as taking a third of their resources away. They do not care whether they are highway patrol, plain clothes or general duty police. That is their complement of people. They are the sorts of things that we have to weigh up when we make these decisions. Inspector Tamplin might be able to make comment on the Bulahdelah aspect because it is in his area. Because we have a major area of concern from virtually Raymond Terrace through to Taree, Port Macquarie and Kempsey, we have to make sure that we have adequate coverage in those areas. As an organisation, it is up to us to decide exactly where they should be located.

Inspector TAMPLIN: The particular matter you refer to, Mr Tingle, was a decision from the district commander within the mid-north coast. For the very reasons Superintendent Lane explained, the decision was made to regroup the police into a bigger unit. However, at a meeting I had with them just recently, that has all changed and they will remain at Bulahdelah. We looked at Nabiac more than Bulahdelah, where Taree police would come down and others would go up. It was a managerial decision as you said and I think it has come out to the best end.

Mr THOMPSON (STAYSAFE): The presentation you have just given goes into licensed premises, schools and other areas. Are there any other work place groups that you give that presentation? I understand that young men probably have more car accidents than other people. Would you give your presentation, for instance, at work places where there are many young men?

Superintendent LANE: Those sorts of presentations, but not necessarily that same one. Those presentations occur right across the board, particularly with the armed services. Police regularly attend those centres to give talks. One of my officers from the breath analysis area recently returned from giving a talk to naval personnel at North Head with the problem of drinking and driving. I know that at HMAS Albatross at Nowra and other places the same thing occurs. We give a lot of talks to people employed within the heavy vehicle industry. Police go into many areas in the Wollongong area where there is a lot of heavy industry and they talk to people about road safety issues. I have given talks to Rotary and Lions. Recently I was a guest at the Australian trainer driver association where I gave a talk on speed

enforcement. We give that sort of talk in a whole range of areas.

Mr SMALL (STAYSAFE): Superintendent Lane, I think you were present at Wellington in New Zealand when members of the STAYSAFE Committee visited there about 18 months ago. We viewed a program which had received news coverage in which high school students travelled with police patrol officers, equipped with radar, identifying speeding motorists. I spoke with an executive officer about how well that program could promote appropriate driving behaviour in students who are about to receive a licence and encourage them not to speed. Could you comment?

Superintendent LANE: Something similar occurs within the ROAD WHYS program. It is not hands on, but part of that program deals with the whole concept of speeding, the type of equipment we use and how it operates, through to a motorist being detected, the court process, what is likely to happen when a motorist goes to court, what the court looks like and so on. That is contained in the ROAD WHYS program videos. We do displays and exhibitions particularly on open days but we do not specifically describe to high school students what you have described. We do it more through the ROAD WHYS program.

The Hon. J. H. JOBLING (STAYSAFE): One problem I have encountered overseas is detection of unlicensed drivers who continue to drive. Could you offer suggestions on how to improve detection of such drivers? Are they more likely to be found in proximity of licensed premises?

Superintendent LANE: Inspector Tamplin might be able to tell you more about it, but we did a survey with the Roads and Traffic Authority of random breath testing, in particular of people who were stopped. I cannot give the exact statistics, but one representation was that if a person did not produce a licence at the time that person was stopped for a breath test, there was a very good chance of that person being an unlicensed, disqualified or cancelled driver. We get a large number of disqualified cancelled drivers through our random breath testing program, in fact a very high percentage of them. Do you find that, Inspector Tamplin?

Inspector TAMPLIN: Yes, very much so—cancelled drivers more so than disqualified drivers on points offences through the courts. As to proximity to licensed premises, I think it occurs all over; they detect them anywhere. Mr Lane is right in saying that they are generally stopped at a traffic stop and generally for an unrelated offence, not just drink driving but perhaps a speeding offence.

The Hon. J. H. JOBLING (STAYSAFE): From your professional experience in trying to detect offenders, should motor vehicle licence plates attach to drivers rather than to vehicles, as happens in New South Wales?

Inspector TAMPLIN: At the last State strategy meeting hosted by Mr Lane last month we looked at the Cammeray motor registry system under which new licences that can be swiped

through a computer are being issued to drivers. That is probably one good way of relieving the problem.

The Hon. J. H. JOBLING (STAYSAFE): I am looking at the motor vehicle licence plate going with the driver, not with the vehicle, as occurs when a car is sold in New South Wales.

Inspector TAMPLIN: The answer to that would probably come from the Roads and Traffic Authority.

The Hon. J. H. JOBLING (STAYSAFE): What about your professional thoughts on the matter?

Inspector TAMPLIN: I would have thought it would be very difficult to do it.

Superintendent LANE: One of the problems would be with companies.

Mr SMITH (STAYSAFE): Multiple-car fleets?

Superintendent LANE: Yes. I think it would be an administrative nightmare. I do not know whether it would work effectively in practice. That is just off the top of my head, without giving it too much thought.

The Hon. J. H. JOBLING (STAYSAFE): It does in a number of States and in new systems. I was curious about your reaction.

Mr JEFFERY (STAYSAFE): There was media speculation last year about effective speed enforcement in the Sydney Harbour Tunnel. At times I have wondered whether I could do 70 km/h at either end of the tunnel but 120 km/h in the middle. Is there any effective way to enforce speed limits within the tunnel?

Superintendent LANE: Yes, there is amphoter-based speed enforcement that we are currently looking at. Going back a step, we are currently looking at new technology for speed enforcement. We have evaluated a number of devices which have been put in for contract. We are going through the legal process of getting them gazetted and approved as scientific instruments. One device, amphoter based, measures vehicle speed and has photographic capabilities as well. The concept is that in areas such as the tunnel, where there is difficulty in operating a normal speed camera, an amphoter-based camera has the capability to do that. We are a long way down the track in acquiring those types of devices. We have to overcome a few legal problems, but they should be available for use.

Mr JEFFERY (STAYSAFE): That worried me. If a vehicle is travelling fast and comes upon a pile-up, a major catastrophe could occur. How could vehicle speed be monitored and

kept in check so that a catastrophe does not happen?

Superintendent LANE: They are the sorts of things we are looking at.

Inspector TAMPLIN: The harbour tunnel is part of my responsibility. We have police cyclists rostered down there on every peak shift. But I agree we have a problem there with speed and especially high speed.

The Hon. J. H. JOBLING (STAYSAFE): It strikes me that you professionals in the field doubtless have a series of suggestions or a safety wish list you would like to introduce. If you had your wish list of drivers, what main new issues would you most like to bring forward in the hope they could be introduced to improve road safety?

Superintendent LANE: The most pressing issue we see at the moment is speeding. If we could address that issue and change people's behaviour and the way they look at the problem, we believe there would be a dramatic downturn in the number of fatalities and casualties in this State, and it would have an impact on pedestrian casualties as well. To do that we need new technology. We are looking at new speed cameras, both static and vehicle mounted. We are also looking at pole-mounted cameras in static locations, and at laser speed detection devices. They cost a lot of money. They would be the sorts of things we will be trying to acquire in the next 12 months to help us address road safety. The same applies to replacing breath analysis equipment and seeing what is on the market in those areas. Again, there is an issue that we normally raise from time to time about random breath testing. There is the requirement that we are not allowed to operate in the near vicinity of licensed premises. That issue needs to be looked at to consider whether or not there should be some relaxation in that area. They are the major issues we would be looking at. As to those things which could help us reduce the road toll, the major emphasis is on speed enforcement or on speeding, not only those travelling in excess of the speed limit, but also those travelling at speeds excessive for the conditions. Fatigue is another major issue we need to address. Appropriate rest areas and facilities must be provided to enable people to deal with fatigue.

Mr HUNTER (STAYSAFE): Having just visited the United Kingdom, I am aware that static speed cameras in place there are achieving great results. We have none at all in New South Wales?

Superintendent LANE: We have none at the moment. New Zealand has them. On the F6 freeway the Roads and Traffic Authority has introduced speed-measuring devices that are designed for variable speed zones; the speed limit can be adjusted to suit the conditions, particularly fog, in that area. That device is being tested at the moment. Once the accuracy of that equipment meets all of the requirements, we will look closely at a way of using them to enforce speed limits on that freeway. The same with the M4: we are looking at variable speed limits there. We would also be looking at putting speed cameras along other major freeways where it is extremely difficult to locate safely a vehicle or a static camera device.

Part of our submission on increasing our activities in speed enforcement involves having a number of pole-speed cameras throughout the State.

Mr HUNTER (STAYSAFE): There is a proposal to introduce a general local 50 km/h speed limit for residential areas. What is your opinion on that proposal?

Superintendent LANE: I was a representative on that AUSTROADS committee which dealt with that proposal. We fully support a lowering of local speed limits in local streets. We are currently looking at a trial of low-cost measures involving low speed limits in the Mosman and North Sydney areas and how effective that can be. As part of that we are looking at introducing an enforcement concept known as Roadwatch, which is currently being used in Queensland and was used in Tasmania. I understand that it is about to be trialed in New Zealand. Under that proposal a section of road is broken up into sectors; those sectors are randomly selected by a computer program; and that is where we put our police, to increase police presence and profile in those areas. The randomness of site selection increases the deterrent effect because people are not quite sure where police are likely to be.

4

ROAD SAFETY ACTIVITIES IN THE DEPARTMENT OF TRANSPORT IN 1994

Introductory remarks - Highlights and difficulties in 1994 - Provision for advice concerning road safety legislation - Formal consultative mechanisms associated with road safety activities - Research programs in road safety - Publications and speeches in 1994 - Advertising and community awareness activities in 1994 - Road safety education and curriculum activities in 1994 - General matters

Introductory remarks

The following Department of Transport witnesses appeared before STAYSAFE, representing the Honourable Brian Langton MP, in his capacity as Minister for Transport:

Mr John Douglas Stott, Acting Director General

Mr Lindsay Seaton Lee, Acting Executive Director, Vehicle Transport

Ms Helen Margaret Fitzgerald, Manager, Bus Policy and Regulation

Highlights and difficulties in 1994

Mr GIBSON (CHAIRMAN): What were the major highlights achieved by the Department of Transport regarding the minimising of road trauma during 1994?

Mr STOTT: In 1994 there were two major issues in the Department of Transport. The first issue was of our own making, which was the development of a school bus safety program. That led to a series of television commercials and supporting media. It was designed to raise awareness amongst children, parents and road users of the need to be on the lookout for safety of children around buses. That meshed in fairly closely with STAYSAFE's own investigation of that issue last year. The second major issue last year was not of our own making. That was as a result of an alarming series of accidents involving children being caught in bus doors. The Department commissioned a series of studies and inquiries to develop a strategy for improving safety around buses for people boarding and alighting.

Mr GIBSON (CHAIRMAN): What do you regard as the low points? What would you change if you could?

Mr STOTT: We could have done a lot more if we had had a stronger budget. The school bus safety program cost us \$1 million. We could not have done that without support from the Motor Accident Authority, the Department of School Education, the Roads and Traffic Authority, and bus and coach operators. We had a very positive response from a lot of people.

Provision of advice concerning road safety legislation

QUESTION: General details of the circumstances where officers of the Department of Transport have provided formal advice on proposed legislation including regulations, discussion papers, etc., relating to road safety matters in 1994?

RESPONSE: The Department of Transport provides formal advice on all legislation and regulations which impact on the Minister of Transport's portfolio responsibilities. Advice is also provided on relevant discussion papers, such as those developed by the National Road Transport Commission (NRTC) and Roads and Traffic Authority.

The Hon. A. B. MANSON (STAYSAFE): I refer to the STAYSAFE Committee's particular concerns with road transport matters. What legislation has particular impact on the Department of Transport and other agencies under the portfolio responsibility of the Minister for Transport?

Mr STOTT: The Minister for Transport does not have any legislation in his portfolio which is specifically directed at road safety. He has the Rail Safety Act which is specifically directed at rail safety issues. It was conceived as a regulatory Act to credit operators. The Passenger Transport Act requires the Minister and the Director General in the accreditation of operators to look into their safety records. The Air Transport Act, which is in the Minister's province, relates to intrastate aviation. It specifically excludes safety so that there will be no clash with the Federal Government's safety requirements.

The Hon. A. B. MANSON (STAYSAFE): What role did the Department of Transport play during 1994 concerning the development of nationally uniform road rules?

Mr STOTT: We are a part of the national rule making system. I represent the Minister at the Standing Committee on Transport and at the National Road Transport Commission's Chief Executives' Committee. Officers of the Department take part in a number of the rule making subcommittees. We are there to ensure that there is a proper accounting for public transport issues. The main lead in all of these areas is taken by the Roads and Traffic Authority.

Formal consultative mechanisms

QUESTION: The STAYSAFE Committee is interested to identify formal consultative mechanisms between the Department of Transport and other agencies and organisations.

RESPONSE:

Bus Safety Advisory Committee

Includes representatives from the Roads and Traffic Authority, State Transit Authority, Police, NRMA, STAYSAFE, and Bus and Coach Association.

Co-ordinates all bus and coach safety issues in New South Wales. Last year, the Committee considered a number of issues including bus door safety, the school bus safety campaign, coach speeding offences, seat belts and flashing lights on school buses, etc.

Bus Driver Safety Committee

Established 1994. Includes representatives from the Bus and Coach Association, State Transit Authority, WorkCover, Police, Public Transport Union, Transport Workers Union, and Roads and Traffic Authority. Investigating measures to minimise or prevent attacks on bus drivers in New South Wales, e.g., collection and analysis of statistics, investigation of measures trialed by operators in other Australian States and overseas, literature-search on attacks on bus drivers, etc.

Bus Priority Steering Committee

Established in December 1994. Convened by the Roads and Traffic Authority. Looks at broad policy aspects of bus priority issues and overlooks the Bus Priority Technical Committee. The Committee considers existing and proposed bus priority routes.

Bus Priority Technical Committee

Established in 1995. Convened by the Roads and Traffic Authority. Overlooks the day-to-day matters involved in the management of bus priority measures.

Road Safety Advisory Council

Convened by the Roads and Traffic Authority. Advises the government on road traffic issues. In 1994, matters the Council considered included traffic control technology, traffic pollution, etc.

0200 Management Committee

Coordinated by the 0200 Radio Network. The Committee looks at difficulties in wheel chair accessible taxi services. Issues considered include service delivery times, area coverage, customer complaints, etc.

SCOOP (Standing Committee on Operational Procedures) meetings

Includes representatives from the Bus and Coach Association. Discusses operational and policy issues relating to private bus services in New South Wales. Matters discussed included auditing of operator accreditation and contracts, school bus safety, disability access, etc.

Taxi Driver Safety Committee

Includes representatives from the Roads and Traffic Authority, Police, WorkCover, Taxi Council and taxi drivers nominated by the Transport Workers Union. Facilitates action on taxi driver safety issues, including the taxi driver safety project which is discussed [in answers to another questions without notice in this section].

The Hon. J. H. JOBLING (STAYSAFE): How many committees are operating under the aegis of the Department of Transport dealing with safety issues primarily? You might wish to send the Committee a list.

Mr STOTT: I certainly will give the Committee a list. For example, we have the bus safety advisory committee, which is essentially a forum with operators to discuss matters of common concern. We have on that committee roads and traffic, education, bus and coach associations, the State Transit Authority, the State Rail Authority, police and so on. We have the taxi driver safety committee, which we put together specifically because of our concern about the taxi driver issue. It was generated as a subgroup of a regular forum that we have with the Taxi Council. That forum has taxi driver representatives, taxi owner representatives, police and so on. We have a rail consultative group with State Rail and with other operators, run by Mr Casley. We have a variety of other small working parties that come and go according to need.

The Hon. J. H. JOBLING (STAYSAFE): Could you indicate their size, what they do, and when they were first established. You said the Transport Safety Bureau was a reactive group. Of all those groups, do you have one that is at this stage proactive?

Mr STOTT: I think the bus safety committee has been extremely proactive over the past year. When issues have arisen it has taken hold of those issues and has really pushed hard with the industry to bring real changes in buses. The bus safety advisory committee has also taken the lead in encouraging other agencies to respond to the STAYSAFE report on school bus safety. I think the bus safety advisory committee is very proactive.

Research programs in road safety

QUESTION: Research projects commenced, completed or otherwise in progress in 1994 commissioned by or involving the Department of Transport which concern road safety or traffic management issues or which have major implications for road safety or traffic management.

RESPONSE: The Department of Transport replied:

Behaviour of students on school buses

At the beginning of Term 1, 1995, the Department of Transport prepared and distributed a brochure to all bus operators outlining a code of conduct for school students who travel on buses. These brochures were in turn distributed to students by bus operators.

In addition, following a recommendation by the Henderson "Bus Door Safety Inquiry", the Department of Transport arranged for an investigation to examine and report on options for improving road safety by modifying the behaviour of school students travelling on buses (see Appendix F for terms of reference). An independent review committee was engaged comprising: Dr Michael Henderson, road safety expert; Mrs Kay Sara, former principal (Willoughby Girls High); and Dr Wendy Roberts, consultant clinical psychologist. Following the investigation, a report was officially released in April 1995.

In response to this report, the Department of Transport is currently developing guidelines on a Code of Sanctions for breaches of the Code of Conduct. This will be distributed to bus operators, schools, parents and students. Further consultation is currently taking place with school organisations, parent groups, primary and secondary principals councils, teacher unions and the Bus and Coach Association. It is planned to introduce the sanction guidelines from Term 4, 1995.

Where the Code of Conduct has been breached, and depending on the extent of unacceptable behaviour, action may range from a caution to withdrawal of the student's pass in more serious cases. Withdrawal of a pass does not necessarily mean that students will be denied travel. Initially, loss of a travel pass means that the student will have to pay for his or her fare. Before any decision is made to restrict free bus travel, consultation will be held between the operator, school and parents.

Managing school students

Resulting from the Discipline Report and STAYSAFE 26, Recommendation 20, the Bus and Coach Association and the State Transit Authority are developing a training module for drivers on managing school children

Bus door safety

Following a comprehensive review of bus door safety which commenced in mid-1994 (see Appendix F for terms of reference), undertaken by Dr Michael Henderson, a final report was presented in January 1995 detailing specifications for two bus door options for preventing limbs from being caught in rear/centre doors, and for improved bus mirror and video systems to improve the driver's view of the bus doors. This final report confirmed the position of the earlier interim report of August 1994, which proposed the options which the bus industry has since been moving to implement. The rear/centre doors must remain closed when school children are on board, unless one of the two options have been incorporated into these doors.

The Department of Transport is also working with the Bus and Coach Association and the State Transit Authority to develop an improved driver bus door checking procedure to increase the safety of passengers entering/exiting.

Following a meeting in May 1995 with the Bus and Coach Association and the State Transit Authority, the Department of Transport is further enhancing the level of safety in buses by moving towards requiring the fitment of sensor devices to combat entrapment in the front and centre doors of buses. This accords with STAYSAFE 26, Recommendation 15.

Bus driver safety

The Department of Transport is currently examining this matter in conjunction with representatives from the State Transit Authority, New South Wales Police Service, Roads and Traffic Authority, WorkCover, Transport Workers Union, Public Transport Union and Bus and Coach Association, with a view to making recommendations to minimise and prevent attacks on bus drivers.

The Bus Driver Safety Committee, which was established to investigate this matter, has already analysed detailed statistics of attacks on bus drivers. In addition, the Department of Transport has corresponded with over 80 bus operators, both overseas and in other Australian States, regarding measures which have been trialed and implemented to prevent or minimise attacks on drivers. Also, the Institute of Transport Studies has conducted a literature search on this matter on behalf of the Department of Transport.

A qualitative survey will be undertaken shortly of bus drivers who have been subjected to attacks to determine the major factors leading to these incidents (see [Appendix F: Road safety research projects of the Department of Transport in 1994](#) for terms of reference).

Seat belts on school buses

In 1994, the Bus Safety Advisory Committee examined the issue of seat belts on school buses, including the technical and other implications of the compulsory fitment of seat belts, and the likely costs involved. Expert consultants, Dr Michael Henderson and Mr Michael Paine, were hired to conduct this review and a thorough and detailed analysis was undertaken (see [Appendix F: Road safety research projects of the Department of Transport in 1994](#) for terms of reference).

Given the consistently high safety record of travel in school buses, the consultants' report recommended that the fitting of seat belts in school buses should not be made compulsory. In this respect, 37 accidents were identified between 1989 and 1992, in which 121 children were injured and one was killed. The majority of injuries were "minor", including shock and trivial bruises, probably as a result of contact with the seat in front of the occupant during frontal collisions. The report concluded that these injuries could be addressed by improved padding to the seats and stanchions.

The issue of padding is being addressed through the recent release of the national "Code of Practice for Improved Occupant Protection in Existing Buses" by the Federal Office of Roads Safety. This Code provides clear nationally uniform instructions for the safe installation of safety features in existing buses, including the padding of seats, handrails and stanchions. This Code is to be considered by the Bus Safety Advisory Committee at its meeting on 4 August 1995.

Taxi driver safety

The Taxi Driver Safety Committee has been convened by the Department of Transport to facilitate action on taxi driver safety issues. Represented on the Committee are the Roads and Traffic Authority, Police, WorkCover, Taxi Council and taxi drivers nominated by the Transport Workers Union. On behalf of the Committee, and with financial assistance from WorkCover, the Department of Transport has engaged a consultant to investigate and report on the true extent of risks to taxi drivers in their workplaces, and to evaluate measures to decrease those risks (see Appendix F: Road safety research projects of the Department of Transport in 1994 for terms of reference). This project involves a survey of taxi drivers, consultations with focus groups of drivers and all key stakeholders, research on interstate and overseas experience on the issue, and evaluation of technical and behavioural options to improve taxi driver safety.

Other projects

Studies carried out by the Department's Transport Planning and Projects Division have not specifically dealt with traffic management and road safety. However, by generally improving public transport, it is hoped to increase the mode split in favour of public transport, thereby easing growth in traffic, reducing traffic congestion, minimising the adverse impacts of air pollution, and reducing traffic accidents.

Studies carried out which have a general reference to traffic safety, while not specifically addressing it, include:

- Hills District Transport Study
- University of Western Sydney Transport Study
- Maitland Integrated Transport Study
- Central Sydney Transport Strategy

The Hon. J. H. JOBLING (STAYSAFE): I note with some concern that information sought and replies to questions are not organised in the manner specifically requested by the Committee. There seemed to be some problems in your answer in providing complete information under the heads on inquiry indicated. With that in mind, were there any specific difficulties in gaining the information requested? If there were not, and if there is no specific reason the information could not come forward, could that information be made available, as requested by the Committee?

Mr STOTT: In terms of our research, I was not personally aware that we had not provided all the necessary information. I certainly have no difficulty in making that available.

The Hon. J. H. JOBLING (STAYSAFE): The specific matters were the justification or terms of reference for the project and explanatory or background notes about the aims of the project. As you have that detail, I will not pursue it at this stage. I note the reply of the Minister, which referred to a number of projects addressing on-board safety of children on school buses between 1993 and 1994? Could the Committee be forwarded copies of reports about, and guidelines and codes of practice for, on-board [bus] safety?

Mr STOTT: Yes.

Publications and speeches in 1994

QUESTION: Bibliographic details of monographs, reports, chapters, journal articles, or pamphlets on road safety, traffic management, or related topics that were written by officers of the Department of Transport or consultants contracted to the Department of Transport that were published in 1994.

RESPONSE:

Public Passenger Vehicle Driver Medical Guidelines a brochure developed and published by the New South Wales Department of Transport. (1993/94)

Code of Conduct for school students travelling on buses, a brochure developed and published by the New South Wales Department of Transport. (1994/95)

School Bus Safety - A Practical Guide for Parents (published in 15 languages), a brochure developed by the New South Wales Department of Transport. Published by the New South Wales Department of Transport and the Motor Accidents Authority. (1993/94)

School Bus Seat Belts - Their Fitment, Effectiveness and Cost report by Dr Michael Henderson and Mr Michael Paine for the New South Wales Department of Transport. (December 1994)

Bus Door Safety Inquiry - Interim Report a report by Dr Michael Henderson for the New South Wales Department of Transport. (July 1994)

Bus Door Safety Inquiry - Supplement to Interim Report a report by Dr Michael Henderson for the New South Wales Department of Transport. (August 1994)

Bus Door Safety Inquiry - Final Report a report by Dr Michael Henderson for the New South Wales Department of Transport. (January 1995)

The Behaviour of School Students on Buses - Report of an Inquiry, a report by Dr Michael Henderson, Dr Wendy Roberts and Mrs Kay Sara for the New South Wales Department of Transport. (March 1995)

The *Integrated Transport Strategy* (ITS) was developed concurrently with the Metropolitan Strategy *Cities for the 21st Century* to set the approach for long term provision for passenger and commercial access needs within the Greater Metropolitan Region. It was released in February 1995. The State Road Network Strategy and the CityRail component of the State Rail Strategic Plan were released as drafts in January 1995 for public comment.

While the current government has not endorsed the Integrated Transport Strategy, which was developed under the previous government, it is regarded as a worthwhile document and it will continue to be made available to the public. Meanwhile, the Integrated Transport Strategy is being reviewed to better reflect the current State Government's approach and priorities within the Transport portfolio.

QUESTION: Details of standards, codes of practice, or guidelines associated with traffic management or road safety issued by the Department of Transport, or organisations of which the Department of Transport is a member agency, during 1994.

RESPONSE:

Public Passenger Vehicle Driver Medical Guidelines, a brochure developed and published by the New South Wales Department of Transport. (1993/94)

Code of Conduct for school students travelling on buses, a brochure developed and published by the New South Wales Department of Transport. (1994/95)

School Bus Safety A Practical Guide for Parents (in 15 languages), a brochure developed by the New South Wales Department of Transport and the Bus Safety Advisory Committee, and published by the New South Wales Department of Transport and the Motor Accident's Authority. (1993/94)

Bus Door Safety Inquiry - Interim Report, a report by Dr Michael Henderson for the New South Wales Department of Transport. (July 1994)

Bus Door Safety Inquiry - Supplement to Interim Report, a report by Dr Michael Henderson for the New South Wales Department of Transport. (August 1994)

Bus Door Safety Inquiry - Final Report, a report by Dr Michael Henderson for the New South Wales Department of Transport. (January 1995)

QUESTION: Details of papers, seminars and speeches delivered by officers employed by the Department of Transport or consultants contracted to the Department of Transport in 1994

that addressed topics of traffic management or road safety.

RESPONSE: No papers, seminars or speeches on these matters were delivered by Department of Transport officers or consultants engaged by the Department of Transport.

Advertising and community awareness activities in 1994

QUESTION: A general summary of the road safety community awareness activities undertaken by officers employed by the Department of Transport, or consultants contracted to the Department of Transport, including policy and campaign launches, speaking engagements, etc..

RESPONSE:

School bus safety campaign

Following recommendations from the Bus Safety Advisory Committee relating to school student travel on buses, the Committee and the Department of Transport developed and ran an extensive school bus safety education and publicity campaign during Terms 1 and 3, 1994 and Terms 1 and 2, 1995, which focused on reinforcing the wait, watch, walk message to students when they get off the bus (through TV advertisements and children's stickers) and for parents/carers to wait for their children on the same side of the road as bus stops (through parent brochures). It also stressed to motorists and parents/carers to be careful and to slow down around school buses and at school starting and finishing times (through radio and bus back advertising and brochures).

This safety campaign will be reinforced by the following aids which are presently being distributed teaching safe behaviour around school buses using videos which have been developed by the Department of Transport in conjunction with government, industry, parent and community groups. One video - *Bus Zone: the Computer Video Game*- is aimed at primary school students aged 8-11 years. The second - *The Safest Way: Safe Travel to and from School, A Guide to Parents*- is aimed at parents, carers and motorists. The videos are being shown to students and parents by bus operators and interested organisations such as the Federation of Parents and Citizens Association.

In addition to the above, the Department of Transport's officers who are located in the Regional Offices (Surry Hills, Parramatta, Newcastle and Wollongong) frequently speak to community organisations, and operators and drivers of buses and coaches.

QUESTION: What is the Department of Transport's 1994/1995 budget for advertising ,

publicity and community relations activities in areas related to road safety?

RESPONSE: The Department of Transport spent approximately \$970,000 on advertising, publicity and community relations activities in areas related to road safety.

QUESTION: What areas of road safety are addressed in advertising, publicity and community relations activities undertaken by or on behalf of the Department of Transport?

RESPONSE: School bus safety, including school bus pedestrian safety, and parent and motorist behaviour around school buses; and behaviour on school buses.

Road safety education and curriculum development activities in 1994

QUESTION: A summary of the road safety curriculum development activities undertaken by the Department of Transport, including details of projects contracted by the Department of Transport not otherwise identified in [answers to other questions on notice].

RESPONSE: The education curriculum for road safety is developed by the Roads and Traffic Authority and the Department of School Education.

General matters

Mr SMITH (STAYSAFE): The Committee has noted the reply of the Minister concerning the management of road safety activities by the Department of Transport. However, any assessment of the management of road safety activities of the Department must be based on knowledge of the organisation of the Department, together with the management accountabilities of senior executives. What specific management accountabilities concerning road safety apply to the positions of director general and the executive director of the vehicle policy area?

Mr STOTT: The Director General and the Executive Director primarily have as their accountabilities the administration of the Passenger Transport Act. Within the Act there is a requirement that operators perform their business safely. Within my accountabilities and those of Mr Lee there is an obligation to ensure that bus services, taxi services and train services are delivered in the safest possible way. We do not have the charter that the Roads and Traffic Authority has—we are there to run a safe system; we are primarily a business-focused organisation.

Mr SMITH (STAYSAFE): The general replies to other questions posed by the Committee have indicated the road safety activities that have been undertaken. How are these activities organised and managed by the Department? Are there specific areas or persons which deal

with these functions or are safety issues dealt with by general policy officers?

Mr STOTT: Apart from the Transport Safety Bureau, safety is generally diffused through the organisation at the middle management level and the senior management level. For example, Ms Fitzgerald is the manager of bus policy. She ensures that people are maintaining their vehicles safely, operating them safely and behaving in accordance with the requirements of their contracts in relation to the provision of minimum services levels, bus age, exclusive territories, etc.. I suppose you could argue that the formation of the Transport Safety Bureau is a recognition of the fact that there needs to be some specialisation; there needs to be somebody there who is a safety expert.

Mr SMITH (STAYSAFE): What is the function of the new Transport Safety Bureau of the Department of Transport?

Mr STOTT: The function of the bureau is to ensure that the services that are being delivered by road, rail, intrastate air and marine transport are safe; that they meet all applicable Acts and regulations; and that safety is pursued by operators in spirit as well as in law.

Mr SMITH (STAYSAFE): Will the transport safety area produce annual statistical statements of casualties in different transport modes in a manner similar to the annual statistics produced by the Roads and Traffic Authority?

Mr STOTT: We expect that there will be an annual statement which would largely be summarised in the Department's annual report. We have not determined finally at this stage what the shape of any other report might be. If we are gathering significant information we should share it.

The Hon. J. H. JOBLING (STAYSAFE): I turn to safety on public conveyances. Where does bus safety stand in relation to safety on taxis, ferries and trains? Is public conveyance safety a major part of your workload? Does safety on taxis, ferries and trains occupy most of your time and resources?

Mr STOTT: Safety generally is not the prime focus of the department. The core business of the department is defined by the Passenger Transport Act, which essentially defines us as an economic regulator. We are here to ensure that business rules are obeyed by bus operators, that they all get the right sort of territories, and that services interlink. Cascading under that primary objective are a number of other obligations, some financial, some economic. One of those obligations is to make sure that our operators run their businesses and their vehicles in the safest possible manner. We also have to ensure they have proper maintenance systems.

Within that overall context the Government decided we should have a Transport Safety

Bureau within the department. That bureau has grown from what was the Rail Safety Directorate. Its primary focus so far has been on investigating accidents that have happened, on looking to ensure that operators have appropriate safety strategies in place, and on taking remedial action wherever possible. We believe that the focus of the Transport Safety Bureau will expand to look at developing proactive safety policies over the next year or so, but our main objective is firmly fixed on public transport. That is divided into two areas—safety of passengers on board or around vehicles or rolling stock, and the safety of crews and supporting staff.

Within the department's policy division, such as the area that Ms Fitzgerald manages, safety strategies will probably be the minor part of the business. However, in that area the issues that have been addressed in the last year have been passenger safety, although we have one committee now operating looking at safety of bus drivers in the workplace. That is proving to be something of an issue. In the taxi area the focus is almost entirely on taxi driver safety; there have been some really difficult situations for taxi drivers. There is very little public concern at this time about taxi passenger safety, and such as there is probably more in the area of the Roads and Traffic Authority relating to vehicle design and the like.

In the Transport Safety Bureau, because of its background as the Rail Safety Directorate, the overwhelming level of business is presently with rail. It is presently focused on rail operators proving they have adequate safety measures in place in their businesses. Where there has been initial focus on road-based transport, that focus has been in the form of oversight of the policy divisions of the department. What we are now doing, for instance, is that where there is a safety incident involving a bus or taxi our regional managers investigate the issue and report back, and the report will then be oversighted by the Transport Safety Bureau. Where that leads to a vehicle-oriented problem, that will be referred to roads and traffic if it is a question of vehicle designed; if it is a question of the operation of the business, it will be dealt with within the department.

The Hon. J. H. JOBLING (STAYSAFE): I am surprised that safety is the primary issue. Would it be fair to say that the Department of Transport, as an economic regulator, would be primarily focused on dollars.

Mr STOTT: I think we are primarily focused on administering the Passenger Transport Act, which really talks about allocating contracts and territories to operators; those other issues fall underneath.

The Hon. J. H. JOBLING (STAYSAFE): Would that be 70-80% of your activities?

Mr STOTT: Yes.

The Hon. J. H. JOBLING (STAYSAFE): How large is the Transport Safety Bureau? Who heads it, and how do they relate to you?

Mr STOTT: The present make-up of the Transport Safety Bureau is about 10 officers. It has linked to it also the department's State emergency management team. We have a coordinating role in State emergency management in such things as bushfire and flood response—which adds about another two people. The overall budget for that group is a shade under \$1 million for the coming year, bearing in mind that also includes road safety accreditation. The team is led by Mr Bill Casley, former senior manager from the State Rail Authority in the engineering area. Mr Casley has a team, largely of professional people, who do the legwork for him. Mr Casley reports directly to me.

The Hon. J. H. JOBLING (STAYSAFE): I understood from what you said that you perceived an expansion in their role. How do you perceive that expansion of the Transport Safety Bureau, and what would they be doing that would necessitate that expansion?

Mr STOTT: I anticipate that over the coming year the focus of the Bureau will gradually shift from being essentially reactive to what is happening to being a proactive group that will propose strategies to government about protecting people and preventing incidents. A good example is the present examination of taxi driver safety, which largely focuses around the threat to taxi drivers of attack from customers. That has been developed because there has been a good deal of concern about the issue. I expect that project will lead to a strategy which we will propose to government for protection of drivers in the future. I would expect that the Minister will then announce a public strategy about how he is going to protect taxi drivers in the workplace.

The Hon. J. H. JOBLING (STAYSAFE): Would that be perhaps the major achievement, as you perceive it, for the year?

Mr STOTT: That will be a major achievement in one area. I expect there will be specific announcements in the coming few months about the safety of passengers in bus doors, which is still an issue of particular concern to us. I expect that some strategy will be developed about rail safety—for which in a proactive sense it is very early days. Most of the focus has been on our people obeying the rules rather than on whether they are necessarily operating in the safest possible way.

The Hon. J. H. JOBLING (STAYSAFE): What would be the main safety problems in relation to bus safety?

Mr STOTT: Doors are a very concerning issue at the moment. We have a solution which is helping, but we have not reached a perfect situation where we can be absolutely sure there will be no future accidents. We certainly have to do something there. Bus interiors is an issue we are pursuing with the industry to encourage it away from the old style steel-framed metro seats to something a little more user friendly in an accident. A good deal of progress has been made in coach safety. It is more a question of encouraging the industry to keep its eye on the

ball and to continue to meet those safety requirements for coach roll-over, seat belts in coaches, and the like. The school bus identification and school bus road rules issues still have to be pursued to finality. The bus safety advisory committee met only about a week ago to discuss where it was at with its response to the Staysafe report. We are very close now to being able to give the Committee a clear answer on most of those recommendations.

The Hon. J. H. JOBLING (STAYSAFE): In a previous briefing you referred to falls on buses during acceleration and braking, but that did not arise this time. You referred to falls from buses on boarding and leaving. You also referred to buses striking pedestrians, consumers or clients waiting at bus stops. The Committee was briefed previously on those issues, but they are not mentioned here.

Mr STOTT: You will recall that the falls on buses relate particularly to older people. It is an issue we have raised.

The Hon. J. H. JOBLING (STAYSAFE): On both accelerating and stopping.

Mr STOTT: I think the State Transit Authority gave evidence that 60% of its claims are from people over 60 who fall on buses. That issue was in focus last year, and we have not forgotten about it. Door safety is looming large in my mind at the moment.

Mr SMALL (STAYSAFE): I have a broad question in relation to taxis. Is there a different criteria for the issuing of taxi licences to drivers throughout Australia? I raise this issue because I see it as a safety matter—I find it unfortunate that many taxi drivers in Sydney are not up to scratch when compared to taxi drivers in other States. I refer to their courtesy and driving. In the last fortnight I have been to Darwin, Sydney, Melbourne and Cairns and I have used taxis in all of those cities. I would place Darwin first and Sydney last in relation to their taxi services. How are taxi drivers employed or issued with a licence? If you have a discourteous driver, you have a discourteous action in the way he drives you.

Mr STOTT: I understand what you are saying, Mr Small. If you have a discourteous, harassed driver he will not be the safest driver on the road. Taxi driver qualification is different in each State. The States swap notes and on paper it would appear that they have similar standards. In New South Wales we qualify taxi drivers separately from the driver licensing system. You get your drivers licence first and then you get a driver authority from the Department. The driver authority is issued on the basis of a training course that involves customer care, locality knowledge, what their responsibilities are at law and a number of other issues. There is not a huge amount of difference between New South Wales and other States on paper.

I would suggest that our training system is superior to virtually every other State, although Victoria is getting close to us. The major difference between Sydney and most other capital cities is that we tend to have a transient taxi driver population. When I go to Melbourne, four

times out of five I find myself sitting in a cab with somebody who has been driving it for 10 or 12 years. When I get into a cab in Sydney I find myself with somebody who has been driving for, say, 18 months. As soon as the economy picks up they get a job somewhere else. That is at the root of the service issue. It is a complex situation but it generates from the way the taxi industry is structured in Sydney. To some extent, it generates from the fact that taxi driving in Sydney is not nearly as remunerative as it might be in another city.

Mr JEFFERY (STAYSAFE): I understand that they pay \$100 per day. There is a lease per day arrangement.

Mr STOTT: You bail a cab for a 12-hour shift. It is possible to make a reasonable living if you are an owner-driver who owns a plate. If you bail a cab on a Friday night for \$150 you have to work pretty hard to get an income out of it. I probably should not go into great detail here, but part of it relates to the fact that a Sydney taxi has a plate value of about \$220,000 and the owner may not necessarily be the operator of the vehicle. The owner of the plate is generally looking for about \$450 a week in lease fee for the plate before it gets onto a cab. The Government is aware of the issue at the moment; the taxi industry is also aware of the issue. The Minister for Transport has discussed with the taxi council the development of a strategy to deal with it. In some respects it is a supply strategy.

Mr HUNTER (STAYSAFE): Mr Manson asked you earlier about national uniform road rules. You said that you participated in a national committee that looks at road rules. I refer to a proposal for a national general local road speed limit of 50 km/h. Are you aware of that? Perhaps you could give us your Department's views on whether that would have any effect. Do you have any research which could be made available to the Committee?

Mr STOTT: I am aware of the proposal for a national 50 km/h road rule. When this was raised at the chief executives' meeting there was a lot of concern about the fact that it might be too slow in some areas. I think the chief executives became more relaxed when they realised that essentially this was a requirement for residential streets, not for arterials. From the Department's point of view, we do not have the expertise to get involved in that broad debate. It is something for the Roads and Traffic Authority. Very few of the buses I administer would travel over that speed on any road. I do not have any evidence to show that we have a problem with cabs speeding in suburban streets, although my anecdotal observation is that a lot of them go quicker than they should—just like the rest of the population. From our point of view, we would have a concern to ensure that some general lowering of speed limits did not cut down transit times for public transport. Off the top of my head, that would be pretty unlikely.

ROAD SAFETY ACTIVITIES IN THE EDUCATION PORTFOLIO IN 1994

Introductory remarks - Highlights and difficulties in 1994 - Provision for advice concerning road safety legislation - Formal consultative mechanisms associated with road safety activities - Research programs in road safety - Publications and speeches in 1994 - Advertising and community awareness activities in 1994 - Road safety curriculum activities in 1994 - The Illawarra healthy cities and safe communities project - General matters

Introductory remarks

The following witnesses appeared before STAYS SAFE, representing the Honourable John Aquilina MP, in his capacity as Minister for Education and Training:

Mr Philip Lambert, Inspector, Primary Education, Board of Studies

Ms Janet Davy, Chief Education Officer, Personal Health Development and Physical Education, Department of School Education

Ms Gail Julie Bruton, Senior Curriculum Adviser, Road Safety Education, Department of School Education

Highlights and difficulties in 1994

Mr GIBSON (CHAIRMAN): Ms Bruton, I have noted from the answers given by the Minister that you have a particular knowledge of [road safety matters]. Could you indicate what were the major highlights in the school sector concerning road safety education in 1994?

Ms BRUTON: In 1994 the Department of School Education worked on the development of a road safety education policy for government schools from preschool to year 12. In the development process of that policy we undertook consultation with our key stakeholder groups and with other groups with an interest in road safety—for example, the Motor Accidents Authority, the NRMA, the Department of Health and the New South Wales Police Service. We feel that in the development of that policy we engaged the other stakeholders as well as our departmental regions and schools and we developed a policy that would form a good basis for the delivery of road safety education in schools in the future.

Also, we finalised the development of a driver education curriculum support document to assist our high schools in the delivery of effective driver education in schools. We also worked closely with the road safety and traffic management directorate of the Roads and Traffic Authority in the development of a series of curriculum support materials for high school teachers in the area of driver education. They are called *Driving with Attitude* and a trigger video called *Go Back. You Are Going the Wrong Way*. We also worked with the Department of Transport in the development of a public education campaign for bus safety for parents and primary school students in 1994. I think they were the key achievements.

Mr GIBSON (CHAIRMAN): Congratulations on those benchmark papers. What were the low points, if any, and what would you change today if you had the opportunity to?

Ms BRUTON: I cannot highlight any low points. I think we have successfully shown that we liaise with our schools and provided support that our schools needed. We effectively networked with the stakeholders and with the broader community to seek their views in the development of our projects and I think we ended up with a very successful year.

Provision of advice concerning road safety legislation

QUESTION: General details of the circumstances where officers of the Department of School Education, the New South Wales Board of Studies or the Technical and Further Education Commission have provided formal advice on proposed road safety legislation (including regulations), discussion papers, etc., during 1994?

RESPONSE:

Department of School Education

The Curriculum Directorate of the Department of School Education did not provide formal advice on any proposed road safety legislation or road safety discussion papers in 1994. However, matters of this nature are often discussed at the Roads and Traffic Authority's Road Safety Advisory Council. The Department of School Education is represented on the Council by the Senior Curriculum Adviser.

Department of Training and Education Co-ordination/TAFE NSW

The industry specialist has been closely involved with the Driver Licensing section of the Roads and Traffic Authority in the response to policy directions. Generally, TAFE has acted in support of the Roads and Traffic Authority and has consequently taken a lower profile than the Roads and Traffic Authority. TAFE NSW has also retrained Roads and Traffic Authority inspectors in Vehicle Inspection Standards, and has a project in hand for training inspectors of light vehicles.

Board of Studies

Not applicable.

Formal consultative mechanisms associated with road safety activities

QUESTION: The STAYSAFE Committee is interested in identifying the formal consultative mechanisms associated with road safety activities in New South Wales. Please provide a complete list of advisory councils, forums, task forces, and other formal consultative bodies that are chaired by, or substantially administered by, the Department of School Education, the New South Wales Board of Studies or the Technical and Further Education Commission. Please indicate:

- (i) the other individuals or organisations which have membership of these various bodies;
- (ii) how often these various bodies met during 1994; and
- (iii) briefly indicate the substantive matters examined by these various bodies in meetings during 1994.

RESPONSE:

Department of School Education

The Road Safety Education Liaison Coordination Committee is a committee established in the Curriculum Directorate of the Department of School Education. The Roads and Traffic Authority and the Department of School Education have two representatives on this committee. This committee met once in 1994. The committee's function is to monitor the Department of School Education road safety education project activities as part of the New South Wales Road Safety Education Program. The committee addresses planning, budget, implementation, policy and evaluation issues. In 1994 a Memorandum of Understanding was developed. This document outlines the roles and responsibilities of the Roads and Traffic Authority and the Department of School Education in the delivery of road safety education in New South Wales.

Department of Training and Education Co-ordination/TAFE NSW

As indicated in responses above, Department of Training and Education Co-ordination/TAFE NSW has worked in close consultation with the Roads and Traffic Authority and industry bodies, particularly in the following areas:

- Retraining Roads and Traffic Authority Heavy Vehicle Inspectors (determining roadworthiness of heavy vehicles).
- Retraining industry-based inspectors for annual roadworthiness of vehicles inspection (pink slip).
- Retraining of proprietors of Authorised Inspection Stations.

The role of Department of Training and Education Co-ordination/TAFE NSW has been to improve the mechanical inspection procedures used in New South Wales. It has also been active in the upgrading of teaching skills in the driver instruction industry.

Board of Studies

The Board of Studies does not have a specific consultation group for road safety issues. The

implications of road safety issues for the curriculum would generally be considered by the K-6 and 7-12 PDHPE Syllabus Advisory Committees. These committees have representatives from:

- Board of Studies;
- Tertiary sector;
- New South Wales Teachers Federation;
- New South Wales Department of School Education;
- Aboriginal Education Consultative Group Inc.;
- Independent Education Union;
- Catholic Education Commission;
- Parents and Citizens Associations;
- Federation of School and Community Organisations (K-6 committee only);
- New South Wales Parent Council;
- Association of Independent Schools;
- Primary Principals Council (K-6 committee only); and
- Joint Council of New South Wales Professional Teacher's Associations.

Research programs in road safety

QUESTION: The STAYSAFE Committee would like general written briefings on the research projects commenced, completed or otherwise in progress in 1994 commissioned by or involving the Department of School Education, the New South Wales Board of Studies, or the Technical and Further Education Commission which concern road safety or traffic management issues or which have major implications for road safety or traffic management, organised under subcategories of:

- the terms of reference of the research project;
- brief background notes to inform the STAYSAFE Committee of the information or events which led to the research project;
- a status report of the current position and any proposed actions so that the STAYSAFE Committee is aware of the intended direction of the research project;
- the resources required for the research project.

RESPONSE:

Department of School Education

No research projects were commissioned by the Department of School Education in 1994. The Road Safety Bureau, now the Road Safety and Traffic Management Directorate, of the New South Wales Roads and Traffic Authority commissioned and conducted five road safety research studies in government schools in 1994. This research involved the students, teachers, principals and parents of government schools. The research projects were submitted to the Department of School Education's State Research Applications Committee and approved by the Director, Quality Assurance. Road safety education research studies conducted by the

Roads and Traffic Authority in government schools in 1994 were:

- Road safety education survey: early childhood centres;
- Road safety education survey: primary schools;
- Road safety education survey: high schools;
- Evaluation of primary theatre shows: *Click Clack* (K-2) and *Mission Possible* (3-6);
- Evaluation of *Road Whys*; and
- Young Driver Education Study.

A child pedestrian road safety research study was also approved and conducted by the Roads and Traffic Authority. As these research projects were commissioned and fully funded by the Road Safety Bureau, Roads and Traffic Authority, information concerning the terms of reference, background notes, the current progress and resources required for the project would be best provided by the Roads and Traffic Authority.

Department of Training and Education Coordination/TAFE NSW

No research projects have been undertaken by the Department of Training and Education Coordination/TAFE NSW through its Transport Industry Training Division (located in South Western Sydney Institute of TAFE) on road safety or traffic management issues.

Board of Studies

Not applicable.

Publications and speeches in 1994

QUESTION: Bibliographic details of monographs, reports, chapters, journal articles, or pamphlets on road safety, traffic management, or related topics that were written by officers of the Department of School Education, the New South Wales Board of Studies or the Technical and Further Education Commission, or consultants contracted to the Department of School Education, the Board of Studies or the Technical and Further Education Commission, that were published in 1994?

RESPONSE:

Department of School Education

No monographs, reports, chapters, journal articles, or pamphlets on road safety, traffic management, or related topics were written by Department of School Education officers, or consultants employed by the Department of School Education in 1994.

At times, the Department of School Education will assist other government departments in the development of pamphlets on traffic management and road safety issues related to school communities and school environments. In 1994 the Department of School Education provided advice to the Department of Transport in the development of a bus safety brochure for parents. The Department of School Education also assisted the Roads and Traffic

Authority in the development of bicycle helmet promotional material for teenagers.

Department of Training and Education Coordination/TAFE NSW

No articles have been written by any officers in the classifications mentioned.

Board of Studies

Not applicable.

QUESTION: Details of papers, seminars and speeches delivered by officers employed by the Department of School Education, the New South Wales Board of Studies or the Technical and Further Education Commission, or consultants contracted to the Department of School Education, the New South Wales Board of Studies or the Technical and Further Education Commission, in 1994 that addressed topics of traffic management or road safety?

RESPONSE:

Department of School Education

The Department of School Education provided a paper on road safety education initiatives for the Roads and Traffic Authority's Road Safety 2000: A Review Conference, October 1994. Officers of the State Office of the Department of School Education delivered speeches and seminars on child safety and road safety education to members of the community at the following conferences:

- Roads and Traffic Authority's Road Safety 2000: A Review Conference 1994.
Highlights and Lowlights: Assessing Progress in Road Safety 2000- Ms Gail Bruton, Senior Curriculum Adviser, Road Safety Education.
- Kidsafe Schools Conference, October 1994.
DSE 1994 Priorities: Safe and happy schools and community participation- Dr Terry Burke, Deputy Director-General of School Education.
Safe travel to and from school- Ms Gail Bruton, Senior Curriculum Adviser, Road Safety Education.
- Health Promoting Schools International Conference, December 1994.
The NSW Road Safety Education Program: An effective partnership- Ms Gail Bruton, Senior Curriculum Adviser, Road Safety Education.

Department of Training and Education Coordination/TAFE NSW

No specific details of speeches are available. The Transport Industry Training Division has been involved with the driver training organisations in setting standards for driving instructors for light and heavy vehicles.

Board of Studies

A Board of Studies officer delivered teacher workshops on 5/8/94 at Bathurst and 2/9/94 Dubbo. The workshops coordinated by the road safety consultants of the Association of Independent Schools and the Catholic Education Office focussed on the use of the *Driving With Attitude* teaching materials. The Board of Studies workshop showed how these materials

could be used within the context of Personal Development, Health and Physical Education (PDHPE) programs and for School Certificate assessment.

Mr JEFFERY (STAYSAFE): I note that several speeches on road safety education were delivered by officers from Department of School Education during 1994. Is it possible for the Committee to receive copies of the speeches delivered at the Kidsafe conference in, I think, October 1994 and at the health promotional school international conference in December 1994? Were the proceedings of the health promotional school conference published?

Ms DAVEY: Yes, it is possible for the Committee to receive copies of both of those papers and yes, the health promotional schools conference proceedings were published, so we can also arrange for copies of them to be forwarded.

Advertising and community awareness activities in 1994

QUESTION: A general summary of the road safety community awareness activities undertaken by officers employed by the Department of School Education, the New South Wales Board of Studies or the Technical and Further Education Commission, or consultants contracted to the Department of School Education, the New South Wales Board of Studies or the Technical and Further Education Commission, during 1994, including policy and campaign launches, speaking engagements, etc.?

RESPONSE:

Department of School Education

In 1994 the Department of School Education supported the Roads and Traffic Authority Group Visual Arts Bus Safety Competition for primary schools. This competition sought to raise awareness of the safe practices students should observe when travelling by bus. Department of School Education regions organised media and promotional activities involving teachers, directors of schools, parents and other members of the community. Government primary schools submitted 767 entries. Regions of the Department of School Education supported the competition by organising judging at the regional level.

In Bicycle Safety Week, September 1994, the Department of School Education promoted bicycle helmet use and the development of bicycle control skills through a range of promotional activities for schools.

The Department of School Education organised the media launch of the Roads and Traffic Authority's *Young Driver Education Program* at Pennant Hills High School in May 1994. The components of the *Young Driver Education Program* are the high school resources [in the answer to the previous question on notice].

Department of Training and Education Co-ordination/TAFE NSW

No road safety community awareness activities have been conducted. However, as part of their training in Automotive Service and Repair Trades and Traineeship courses, apprentices are made aware of their duty of care with customers' vehicles.

Board of Studies

Not applicable.

Road safety curriculum activities in 1994

QUESTION: A summary of the road safety curriculum development activities undertaken by the Department of School Education, the New South Wales Board of Studies or the Technical and Further Education Commission during 1994, including details of projects contracted by the Department of School Education, the New South Wales Board of Studies or the Technical and Further Education Commission not otherwise identified in [answers to other questions on notice].

RESPONSE:**Department of School Education**

The Department of School Education developed two support documents to assist schools deliver effective curriculum-based road safety education. These were:

- The Department of School Education *Road Safety Education Policy Statement Pre-school to Year 12*, December 1994.
- The Department of School Education *Curriculum Statement: Driver Education and Guidelines*, December 1994.

The Department of School Education contributed to the development of the Board of Studies draft Personal Development, Health and Physical Education K-6 Syllabus through representation on the Board of Studies K-6 Syllabus Committee. Road safety is identified within the 'Safe Living' content strand of this draft syllabus. The Department of School Education also provided advice and support to the Roads and Traffic Authority in the development of a range of curriculum support materials for schools. In 1994 the following curriculum support materials were developed by the Roads and Traffic Authority to support the delivery of curriculum-based road safety education.

Resources for primary schools were:

- *Mission Possible* teaching pack for Years 3-6. This resource is distributed to primary schools which book the Roads and Traffic Authority's *Mission Possible* theatre show.

Resources for high schools were:

- *Driving with Attitude*: teacher booklet, Personal Development, Health and Physical Education for Years 9-10.
- *Driving with Attitude*: teacher booklet, Personal Development, health and Physical

Education for Year 11-12.

- *Driving with Attitude* teacher booklet, General Studies for Years 11-12.
- *Go back you are going the wrong way* teacher notes and video, Personal Development, Health and Physical Education for Years 10-12.

The high school resources were distributed to Personal Development, Health and Physical Education teachers of government high schools through professional development programs conducted by the Department of School Education's Regional Road Safety Education Consultants.

Department of Training and Education Coordination/TAFE NSW

The Transport Industry Training Division has continuously monitored and updated the content of the Driving Instructors Course. The prescribed outcome of this course is to provide "instruction which will enable students to develop skills in safety awareness and attitude in driving instruction...". Included in the update was a STAYSAFE reference to safe operation of box trailers. The Training Division has also consulted with the driving instruction industry in the setting of national competencies for driving instructors.

Board of Studies

Board of Studies officer provide consultancy to various organisations and agencies in developing materials to support the curriculum. Activities related to road safety include:

- The Australian Council for Health Physical Education and Recreation (ACHPER) produced a Board-endorsed teaching kit for the 2 unit PDHPE syllabus. It includes an examination of community health issues such as road safety.
- The Roads and Traffic Authority produced materials *Driving With Attitude* and *Go Back You Are Going the Wrong Way* have been designed to be used in conjunction with New South Wales syllabus documents.
- The board has endorsed two syllabus documents in 1994 that support Road Safety education.
- The K-6 PDHPE syllabus includes a significant focus on pedestrian, passenger and bicycle safety.
- Skills for Living Content Endorse Course has a number of modules that promote road safety. Understanding Cars and Engines provides students with the skills necessary to maintain a car in roadworthy condition. Buying and Driving a Car includes knowledge of road rules, driving skills and safe behaviour.

Mr JEFFERY (STAYSAFE): Mr Lambert, how closely does the Board of Studies work with other States and Territories in developing the road safety curriculum materials? Is there adequate swapping of ideas, programs and so on?

Mr LAMBERT: The officers of the board have an association with the other States, the appropriate officer in the other States. Generally, within our library we have the current documents that are being worked on or being developed and other mandatory documents in

the other States. Also, our officers attend, wherever possible, international and national conferences at which they can meet with people from the other States in similar positions. Essentially, when it comes to developing the syllabus within New South Wales the board and the syllabus committees determine the content of the documents. The officers advise the committees and they use those contacts across the boundaries to provide advice to the committees but the final decision rests with the board itself rather than with officers within the board.

The Hon. J. H. JOBLING (STAYSAFE): What major differences are there between New South Wales and other States in relation to road safety curriculum materials?

Mr LAMBERT: Yes. Generally, I can say that New South Wales produces syllabuses while essentially the other States provide curriculum statements and guidelines. New South Wales is the only State that has thick documents—as I have here—syllabuses which provide content, and fairly detailed content. I guess that I risk offending other States when I say that we do not have a great deal to gain in terms of content from them because essentially our content is far more explicit than what you would find in other States. As far as road safety, it is not my particular area of expertise but Janet might be—

The Hon. J. H. JOBLING (STAYSAFE): Perhaps one other idea another State has that we might introduce?

Ms DAVEY: I am not sure of that at this stage. I am certainly looking around the other States in terms of their curriculum development. I think we are the only State at this point which has mandated the incorporation of road safety education within a core health-physical education-personal development curriculum. I think other States see that as a positive move.

The Hon. J. H. JOBLING (STAYSAFE): So at this stage you do not see that they have anything to offer us?

Ms DAVEY: Certainly in terms of broad approaches they do but the direction in which we have moved in incorporating road safety education as a mandatory—

The Hon. J. H. JOBLING (STAYSAFE): Could you offer us one?

Ms BRUTON: New South Wales is unique in that the delivery of road safety education is within the key learning area rather than a separate subject. We have endeavoured to provide teaching and learning materials for classroom teachers that link to their core business, to the teaching and learning that they are providing within the mandatory part of the curriculum. So what we are providing for teachers is something familiar in design, clear in linking to teaching and learning principles, and with which they feel very comfortable.

The Hon. J. H. JOBLING (STAYSAFE): Surely there must be one interstate program that

we need to introduce?

Ms BRUTON: I have met with various people working interstate and they actually usually meet with us to find out what our approach is and what are the secrets and successes.

Mr JEFFERY (STAYSAFE): Would you support compulsory driver education in secondary schools?

Ms DAVY: At the moment we are still looking at that issue. Certainly it has a number of implications and problems. Our direction in the driver education curriculum statement is supporting attitude-based driver education programs, which do not include driver behind-the-wheel instruction. We have done that very much as a conscious effort because researchers suggest that we need to look at the attitudes and decision-making skills of young drivers rather than their straight-behind-the-wheel instruction. That is what we have been pushing and promoting through our driver education curriculum statement. Certainly we have some schools that offer driver instruction programs, but they need to be done under certain legislative requirements and that makes it very difficult for schools with the amount of school time and resourcing available.

Mr GIBSON (CHAIRMAN): Could you provide the Committee with the names of the members on the driver advisory committee?

Mr LAMBERT: The names of the members of the syllabus advisory committee, yes. That is in a general key learning area which is Personal Development, Health and Physical Education. There is the K-6 committee, the 7-12 syllabus advisory committee, and that is made up of representatives of all of the educational stakeholders.

Mr HUNTER (STAYSAFE): Previous STAYSAFE Committee members have expressed concern that the production of good curriculum documents and road safety education materials might be well under way. I believe you said it is incorporated into the curriculum. Are those resources being used and delivered to kids in classrooms by the teacher? How do we know that is happening?

Ms BRUTON: The curriculum materials are developed as part of a joint program of the Department of School Education, the other two education agencies and the Roads and Traffic Authority. The Roads and Traffic Authority has developed an evaluation strategy monitoring the delivery of road safety education in New South Wales as well as looking at resource usage. We mention in our report that last year there were three research studies conducted in early childhood, primary and high school to give us that feedback and information.

Mr HUNTER (STAYSAFE): In Hong Kong recently I saw their mini cities. They operate on a roster system and children attend for half a day to see videos and to participate in a mini city in small cars. There are sets of traffic lights and things like that so that the children in

kindergarten to year 6 are learning road safety issues. What is being taught in our schools?

Ms BRUTON: Primary schools or secondary schools?

Mr HUNTER (STAYSAFE): I am more interested in primary schools. What is in the curriculum and what is actually being delivered?

Mr LAMBERT: Essentially all we have at the moment, apart from the 1965 syllabus, which is reaching its 30-year celebration this year—or has reached it—is a draft document that we anticipate will be released either at the end of this year or the beginning of next year. It has been in draft form and in schools since 1993. Essentially most primary schools have implemented the material content. It has one of eight strands called "Safe Living", which is about pedestrian safety and road safety in general. I suppose when that curriculum is released it will be mandatory for government schools. It is not mandatory for non-government schools, which are covered by the education reformat minimum curriculum requirements. Essentially it refers to safety issues and the schools have to satisfy Board of Studies inspections that they are actually addressing safety issues. However, there is no great detail about what those might be. So, you could say in government schools it is more likely that there would be an across-the-board road safety instruction as part of the mandatory content.

Ms DAVY: To translate that into school practice, in government schools you will get primary schools teaching about road safety, pedestrian safety and passenger safety issues using Roads and Traffic Authority-produced materials, lesson materials, kits, videos, etc.. Some schools do a lot of work on bicycle education and have built their own bicycle education tracks and those sorts of things.

Ms BRUTON: The unique thing is that the material the Roads and Traffic Authority is now developing in close consultation with us at the moment is linked to teaching and learning. The activities are identified for the classroom teacher and the student outcomes are identified as well in the resource. The teachers have the lesson and program organised within those resources and they can adapt them to meet the needs of the particular students.

Mr GIBSON (CHAIRMAN): Are there any other areas in education today where a 30-year-old syllabus is used?

Mr LAMBERT: No. Personal Development, Health and Physical Education was 1965. I think Moral and Religious Education might be 1963.

Mr GIBSON (CHAIRMAN): Is that one matter that we could learn from interstate?

Mr LAMBERT: Possibly. The only other one I think is Craft Education. They are all being reviewed at the moment.

Mr HUNTER (STAYSAFE): Are the actual materials you are using up to date?

Ms BRUTON: The materials are reflecting the developments of teaching and learning within our curriculum directorate.

Mr LAMBERT: Most schools have moved away from the 1965 syllabus and are using the draft document.

The Hon. J. S. TINGLE (STAYSAFE): Why has the document been in draft form for such a long period? Is it undertaking a pilot project?

Mr LAMBERT: It is the nature of curriculum development in New South Wales. There was an English syllabus that came out at the end of 1983 that basically has required two years of implementation. Essentially there is an agreement between the teacher unions and the Government that we do not produce too many syllabuses within the one period. Since the Board of Studies was established in 1990, Mathematics has been released, Science and Technology, English K-6 and the next one to come on board is Personal Development, Health and Physical Education.

The Illawarra healthy cities and safe communities project

QUESTION: The World Health Organisation acclaimed the Illawarra as the first Safe Community in the Southern Hemisphere in February 1994. What has been the involvement of the Department of School Education, the New South Wales Board of Studies or the Technical and Further Education Commission in the development of the Illawarra Healthy Cities and Safe Communities project?

RESPONSE:

Department of School Education

The Department of School Education has representation on the Illawarra Child Accident Prevention Taskforce with the South Coast Regional Road Safety Education Consultant. This taskforce is a part of the Illawarra Healthy Cities and Safe Communities Committee. The Department of School Education representative informs taskforce members of the educational programs provided by schools and provides advice concerning child safety initiatives developed by the Taskforce.

Department of Training and Education Co-ordination/TAFE NSW

No involvement in the Illawarra project.

Board of Studies

Not applicable.

General matters

QUESTION: Are there any other significant matters relevant to the STAYSAFE Committee's terms of reference to monitor the road safety situation in New South Wales that have not been addressed in the preceding questions? If so, please indicate these matters briefly?

RESPONSE:

Department of School Education

No further comment.

Department of Training and Education Co-ordination/TAFE NSW

In the training of apprentices, the effects of improper repairs on road safety are stressed. Adherence to Australian Design Rules and other industry standards is also stressed. Department of Training and Education Co-ordination/TAFE NSW is making a significant contribution to road safety by:

- ensuring that the vehicles are safe to operate by having well trained and experienced teachers delivering its Automotive Service and Repair Trade's courses;
- training skilled vehicle mechanics who are aware of the importance of road safety and their responsibilities as tradespersons to carry out proper repair on vehicles;
- educating drivers through the upgrading of skills in the Driving Instruction Industry; and
- assisting the Roads and Traffic Authority in its endeavours to implement safe operation of vehicles in a number of areas.

Board of Studies

No further comment.

The Hon. J. S. TINGLE (STAYSAFE): After reading the report on the various aspects of bus safety that were considered, are you able to reassure the Committee that the consultants considered the question of seat belts on buses and that cost was not a major factor in recommending seat belts not be made compulsory? Is there any plan to further consider the question of seat belts or whether padding is the only thing to be offered as safety for children in front-on smashes? Has an inquiry ever been held into the question of children being allowed to stand up in school buses? If not, will such an inquiry be undertaken?

Ms BRUTON: The question of seat belts and seats would be more for the Department of Transport to respond to than the Department of School Education. Our role is in educating students to be aware of what are safe and unsafe practices getting on and off the bus.

The Hon. J. S. TINGLE (STAYSAFE): Are you concerned with what happens to them on the bus?

Ms BRUTON: And while they are on the bus as well. From a safety point of view, sitting on a bus would have to be far safer than standing on a bus. We educate the students in practices that they can observe to try to make themselves safe. For example, gripping the side of the seat, positioning their bag in an appropriate position to give them good, secure grip. The other questions would be best referred to the Department of Transport.

6

ROAD SAFETY ACTIVITIES IN THE ATTORNEY GENERAL'S PORTFOLIO

Introductory remarks - Highlights and difficulties in 1994 - Provision for advice concerning road safety legislation - Research programs in road safety - Publications and speeches in 1994 - Advertising and community awareness activities in 1994 - Road safety education and curriculum activities in 1994 - The Illawarra healthy cities and safe communities project - General matters

Introductory remarks

The following Motor Accident Authority witnesses appeared before STAYSAFE, representing the Honourable Jeff Shaw MLC, in his capacity as Attorney General:

Mr Richard John Grellman, Chairman
Mr John Martin McCurrich, General Manager
Ms Anne Lesley Deans, Rehabilitation Manager

Mr GIBSON (CHAIRMAN): Earlier I tabled the materials received by the Committee from areas under the portfolio responsibility of the Hon. Jeff Shaw, Attorney General, relating to the formal questions posed by the STAYSAFE Committee. Do you wish to table any further documents relating to this submission at this time?

Mr McCURRICH: I have an update of our progress report which was included amongs t those documents. It goes up until August this year. Another document which may be of interest outlines the directions for improving long-term support for people with brain injuries. It was prepared and accepted in November last year. The document is entitled "Improving long term support for people with brain injury".

Mr GIBSON (CHAIRMAN): Mr Grellman, do you wish to make an opening statement concerning the matters under examination today?

Mr GRELLMAN: I shall ask Mr McCurrich to make the opening statement on behalf of the Motor Accidents Authority.

Mr McCURRICH: We are pleased to have this opportunity to appear before the Committee. As you know, our interests lie in injury management in its broadest terms. I refer to rehabilitation, accident prevention and road safety. When we started our operations in 1989

our focus was heavily on rehabilitation because we had a major program—the brain injury rehabilitation program—to which we allocated some \$30 million. As that program reached its culmination we felt that we needed to swing more emphasis towards the area of road safety. That happened a couple of years ago. Our present emphasis is on the area of prevention. Whilst we have established this facility, we hope that people will not need to use it. We are looking at the next stage: long-term care.

Highlights and difficulties in 1994

Mr GIBSON (CHAIRMAN): What were the major highlights achieved by the Motor Accidents Authority in 1994?

Mr McCURRICH: We put in place what we considered to be one of the broad objectives of Road Safety 2000—which was the increased cooperation with the Roads and Traffic Authority, the police, local government and community groups. As I have mentioned before, I think a major issue was the continuing change from rehabilitation to prevention and road safety. We commissioned Dr Michael Henderson to write a report on child restraints. We believe it to be an invaluable report. That report has led, in part, to the direction of some of our work. That work is ongoing this year. Another report, also by Dr Michael Henderson, was on bicycle helmets. We have allocated a considerable amount of resources to seeing that those issues are complied with. We have seen the benefit of that—people are wearing helmets.

I refer to the work that we did in the area of long-term care. We were a member of various committees. We finally took the reins and drew up the report which was accepted by the other bodies in relation to long-term care. We set the framework for what we hope will be the directions from now on. We do not stop and start from year to year; there is a continual flow-on from year to year. What we did in 1994 has continued into 1995. Those who have had the opportunity to see our report on the projects have seen that a number of projects came through that year. I think a number of those items were extremely successful.

Mr GIBSON (CHAIRMAN): You have referred to long-term care. Approximately how many people would be in that category?

Mr McCURRICH: About 300 people per year fall into the category of seriously brain injured and other people are injured to a lesser degree. It tends to be an accumulative number each time. The other area is the seriously injured: the quadriplegics and the paraplegics. In many ways, their needs are not quite as acute, except for the ventilated quads. They are a much smaller number but they are an enormous problem. They have a very high level of dependency. At the moment it is very difficult to know how they should be handled.

Mr GIBSON (CHAIRMAN): Do we have the facilities to cater for those people? I imagine

that in most cases families would look after people suffering injuries from such accidents.

Mr McCURRICH: That is one of the problems. Currently, many families are looking after such people. During the last 20 or so years a big surge in the number of brain injuries, many of which are severe, has occurred following the increase in the number of motor cars and urban density, so many parents taking care of injured children are getting older. The profile of a brain injured person is someone aged 25 years or younger and from—I hate to use the term—the lower socioeconomic group. Therefore, these people do not have many resources. In many cases parents like to look after the injured children, but this places an enormous strain on them and causes great problems as the parents get older. Adequate facilities are not really available at the moment. Ms Deans can expand on that.

Ms DEANS: Brain injury cases are one of the big problems because invariably they relate to cognitive and behavioural problems. This is a significant area we must address, and it is certainly the focus of the brain injuries rehabilitation program. Previously, the focus tended to be on the physical limitations and general rehabilitation facilities. Young aggressive males, who often had no physical problems and were uninhibited, were put with old, frail people—the mix was not good. The brain injury rehabilitation program has gone a long way to addressing that rehabilitation need. The problem is that at a later stage the parents, although they can manage for some time, on a day-to-day basis must confront assaults, television sets being thrown through windows and other such behaviour. Under these circumstances the parent's ability to manage wears thin and they need professional assistance. That is an area we need to tackle.

Generally, spinal cord injuries are managed quite well. More computer technology is becoming available, such as voice activated equipment, and spinal cord injured people can manage reasonably well. The big problem emerging at the moment is with ventilator-dependent people—those dependent on ventilators even to maintain their respiration—as they are not readily catered for with home care, and facilities are not provided for long-term support. About four ventilator-dependent, spinal cord injured people in their teens are currently located at North Shore Hospital—they really have nowhere else to go. Currently, we are working with the key agencies to see what we can do in that regard.

Mr GIBSON (CHAIRMAN): Mr McCurrich, you mentioned the highlights, but what were the low points? What would you change if you could?

Mr McCURRICH: We have been considered the ways in which the payment system can be altered to make it more suitable for people with long-term needs; this matter is addressed in the submission under the heading of "Structural Settlements". Most countries, such as Canada, the United States of America and the United Kingdom, have made taxation changes which provide benefits relating to this form of payment. We have been working hard on this issue. A young chap was appointed for a short period who had experience with an American company in this area, and we have made many approaches to the Commonwealth

Government about these tax changes through a committee which Fiona Tito headed dealing with professional negligence indemnity. We met a total lack of success at the Commonwealth level concerning any changes to the taxation system, despite the fact that we felt that we could demonstrate that the taxation lost would be more than offset with reductions in social security payments. However, the departments were regarded as separate. That lack of success certainly was a disappointment in 1994.

I stress that although we did a lot of work on the long-term care issue, and we identified the necessary directions, we could not obtain a commitment from the relevant State bodies of the Departments of Community Service and Health to consider ways of picking up recurrent expenditure. We were worried about ending up with a two-tier arrangement; namely, that the facilities would be made available to people who were compensated, but not for those who were not compensated. I admit that one of our current projects is primarily considering people who are compensated because no sign of recurrent funding was evident in other areas.

Provision of advice concerning road safety legislation

QUESTION: General details of the circumstances where officers employed by the agencies have provided advice on proposed legislation/discussion papers, etc., on road safety or traffic law matters during 1994.

RESPONSES:

Judicial Commission of NSW

The Judicial Commission was not directly involved in any community training activities in relation to road safety or driving offences during 1994. On a request basis, the Commission provides judicial officers with information about sentencing patterns in relation to driving offences.

Motor Accidents Authority

Nil.

Research programs in road safety

QUESTION: The research projects commenced, completed or otherwise in progress in 1994 commissioned by or involving the agencies which concern matters of road safety, traffic offences, or criminal offences associated with driving a motor vehicle, or which have major implications for road safety, traffic offences, or criminal offences associated with driving a motor vehicle, organised under the sub-categories of:

- the terms of reference of the research project;
- brief background notes to inform the STAYSAFE Committee of the information or events which led to the research project;

- a status report of the current position and any proposed actions so that the STAYSAFE Committee is aware of the intended direction of the research project;
- the resources required for the research project.

RESPONSE:**Judicial Commission of NSW***Research projects concerning driving offences*

Although the Judicial Commission did not undertake any research projects in 1994 specifically concerning driving offences, the following projects included a significant component relating to these offences.

Project: Common offences in the Local Courts

TERMS OF REFERENCE: The project was to examine the twenty most frequently occurring offences dealt with in the Local Courts of New South Wales, in order to provide a useful summary of sentencing patterns. The project included six major driving offences:

- driving with a prescribed concentration of alcohol in the low, middle or high range (three offences),
- driving while disqualified from holding a driver's licence;
- driving while one's licence is cancelled; and
- driving with a dangerous speed or in a dangerous manner.

The purpose of the project was to describe the frequency, of the various "top 20" offences and the typical sentencing patterns for each type of offence, and finally to compare the severity of sentences (e.g., what proportion of offenders received custodial sentences).

BACKGROUND: The project arose from the need to summarise the extensive information available in the Sentencing Information System, and the observation that the vast majority of cases dealt with in the Local Courts fell into a small number of offence types. Prior to the publication of the report, there was no readily available overview of the sentencing patterns of the Local Courts, even though these Courts deal with the majority of criminal matters, including all but the most serious driving offences.

STATUS: The project was completed in March 1994 and resulted in the publication of *Sentencing Trends* No 5.

RESOURCES: One senior research officer extracted and analysed the statistical information and prepared the publication. The project was undertaken over a period of several months, concurrently with other duties.

Project: Common offences in the Higher Courts

TERMS OF REFERENCE: As with the project outlined above, this project was to examine the 20 most frequently occurring offences dealt with in the District and Supreme Courts of New South Wales. The driving offences commonly dealt with in these jurisdictions were:

- culpable driving (speed or manner dangerous) causing death;
- culpable driving (speed or manner dangerous) causing grievous bodily harm; and

- taking a conveyance without consent.

BACKGROUND: This project forms part of the "common offences" series, which began with the project outlined above ("Common Offences in the Local Courts").

STATUS: The project was completed in July 1994, and resulted in the publication of *Sentencing Trends* No. 6.

RESOURCES: One research officer undertook the project on a similar basis to the Local Courts "common offences" project.

Project: Common offences in the Children's Courts

TERMS OF REFERENCE: As with the projects outlined above, this project was to examine the 20 most frequently occurring offences dealt with in the Children's Court of New South Wales. The driving-related offences commonly dealt with in this jurisdiction all involved an element of larceny:

- stealing a motor vehicle or cycle;
- taking and using a motor vehicle (without owner's consent); and
- being carried in a conveyance (without owner's consent).

Unlike the Local Courts, the Children's Court does not normally deal with driving offences under the Traffic Act 1909.

BACKGROUND: This project completes the "common offences" series, which began with the first project outlined above ("Common Offences in the Local Courts"). The project was also undertaken as the initial task in a three-year project on juvenile sentencing. The juvenile sentencing project aims to improve the quality of Children's Court data in order to examine aspects of sentencing consistency.

STATUS: The project report was at draft stage at the end of 1994, and was completed in the first half of 1995, resulting in the publication of *Sentencing Trends* No 9 (May 1995, "Common Offences in the Children's Court", by I. MacKinnell). The completion of the project was delayed by the discovery of significant problems in the data collected from the Children's Court. Identifying and resolving these problems was an important outcome for the project, as it will improve the quality of Children's Court data and benefit future research into juvenile sentencing.

RESOURCES: One research officer undertook the project on a similar basis to the Local Courts "common offences" project.

Motor Accidents Authority

See: Motor Accidents Authority, *Projects Funded by the Motor Accidents Authority of NSW Progress Report*, Sydney, March 1995, Motor Accidents Authority. Particular Motor Accidents Authority research projects about matters of road safety include:

- **Reduction of Neck Injuries in Rear End Collisions**, conducted by Department of Safety Science, University of NSW. Completion date: end of 1995
- **The Effectiveness of Bicycle Helmets - A Review**, prepared by Dr Michael Henderson for the MAA. Completed: 1995

QUESTION: Surveys of public attitudes, knowledge or beliefs about road safety or traffic offences, or criminal offences associated with driving a motor vehicle not otherwise mentioned as research projects in [the answer to the above question on notice].

RESPONSE:

Judicial Commission of NSW

The Judicial Commission conducted no surveys during 1994 relating to road safety or driving offences.

Motor Accidents Authority

Nil

Mr HUNTER (STAYSAFE): How does the Motor Accidents Authority make a determination to fund research projects, what are the criteria used and how does the process work?

Ms DEANS: We have project application guidelines. Firstly, we have certain priorities and, obviously, high incident, serious and high cost injuries are given greater priority. These issues, along with complainant profile, help us broadly define our priorities. We have comprehensive project assessment guidelines, a copy of which I have with me. A project application may come in spontaneously, and we may approach organisations with appropriate expertise and ask them to develop project proposals for us. In keeping with Mr McCurrich's comments, we have taken a proactive role in developing programs ourselves. Often, we look to bodies with the appropriate expertise to work with us to embrace the programs. For example, we developed the child restraint program, and we asked Kidsafe to manage it for us. Payments are made on a periodic basis subject to a submission of a quarterly financial statement, a progress report and a final report. The program process was evaluated by consultants a couple of years ago, and the results were very good—the program was stable.

Mr McCURRICH: Perhaps Mr Grellman, as the Chairman of the MAA Board, would like to supplement that answer.

Mr GRELLMAN: The program which came forward from the Motor Accidents Authority, having been through the process with Ms Deans and her specialised staff, are submitted to senior management at the MAA. The programs submitted are not always approved by senior management. The approved programs then go to the board with the endorsement of senior management, and the board does not approve all of the programs presented to it. We must keep a close eye on our objectives and look at how we use our finances in relation to the Motor Accidents Act. A fairly large amount of rigour is involved at the three levels of professional staff, senior management and the board.

Mr GIBSON (CHAIRMAN): Could you table the project guidelines?

Ms DEANS: Certainly.

Mr HUNTER (STAYSAFE): How many of these research projects do you support each year?

Ms DEANS: Currently we are funding about 57 projects. As the proposals are considered on a monthly basis, the total can change monthly. Since our program commenced, we have funded over 100 projects.

Mr McCURRICH: They are not necessarily research projects.

Ms DEANS: The number of research projects is smaller. I refer to the project grant scheme as a whole, which includes service development and other such matters. A section of the scheme relates only to research.

Mr McCURRICH: The details are set out in the project funding guidelines.

Mr HUNTER (STAYSAFE): Has there been a research project, which you are aware of, that explicitly reviewed the relationship between road safety and motor vehicle insurance practice in order to identify opportunities for refinement of insurance practices to achieve road safety benefits?

Ms DEANS: There was one that was not actually a project.

Mr McCURRICH: I think the answer is simply no. There is one that perhaps could be, but broadly I would say no.

The Hon. J. H. JOBLING (STAYSAFE): Why is the answer no?

Mr McCURRICH: It relates to research projects.

The Hon. J. H. JOBLING (STAYSAFE): Is it that you have not looked at them?

Mr McCURRICH: I suppose you could say that all the road safety projects look at ways in which claims can be minimised and reduced. But we have not had a situation where we could say that a project would result specifically in a reduction in premiums. We have projects going on, for instance, with neck injuries. I am thinking in particular of the work being done by Professor Nik Bogduk. If that comes through, it will result in a reduction in claim costs and that in the global total of things will result in lower premiums. Obviously, a lot of our research and rehabilitation is to reduce, on the one hand, casualties and, on the other hand, claim costs. So they all flow on to reduce claim costs and, thus, reduce premiums. We are

funded by the insurance through the levy, and they do not expect to see us spend money that is not likely to result in a benefit to the system. But to say that there has been a direct correlation between a specific project and premiums, the answer is no, but in broader terms that is what we are all aiming at.

The Hon. J. H. JOBLING (STAYSAFE): What weighting does the board put on the question of looking at these projects and of reducing insurance claims in determining which projects are to be funded? How do you weight them?

Mr McCURRICH: A specific weighting, it does not happen.

The Hon. J. H. JOBLING (STAYSAFE): Do you have a weighting process?

Mr McCURRICH: We have an evaluation process. For instance, in relation to the work done on brain injuries, if one can prevent people coming through the whole procedure, you are talking about a saving, depending on the age, of maybe in the range of tens of thousands of dollars to millions of dollars. One of the things is looking at the overall cost—that there is a cost benefit—but unfortunately it is not as precise as saying that it will produce that result. The recommendation to the board states that in those specific cases it will point to the potential saving that will occur from an even relatively small reduction in that category of injuries. But in so far as one cannot be precise, I suppose that my answer is very imprecise.

The Hon. J. H. JOBLING (STAYSAFE): In other words, do you have a list of how the board deals with the weighting of these situations? Is it clearly set down in your charter?

Ms DEANS: Our legislative responsibility is basically to identify deficiencies in services for people injured in motor accidents and to develop programs to address those deficiencies, and also to fund research and safety education. That is our legislative responsibility. The project grants scheme has been the main way in which we have tackled the program development and research safety education side of things. Of course we have other responsibilities, and there is a relationship to what the insurers do in terms of their claims management processes relating to rehabilitation. For instance, we have facilitated communications between service providers and insurers so that we have a document containing guidelines for information exchanged between insurers and rehabilitation providers to facilitate the claims process.

Mr HUNTER (STAYSAFE): What limits are placed on the ability on the Motor Accidents Authority to select and fund general projects—not just research projects—that have a demonstrable road safety benefit? You have mentioned the legislature base.

Mr GRELLMAN: I cannot comment on that but I can comment on the financial limitation. We set the amount of the levy, which is a percentage of the premium income in the [compulsory third party injury, or] CTP area. That produces an amount of money, and that is ultimately the limitation that will fall upon us. From memory, in the present year our levy

is one per cent of premiums, and that will produce about \$13 million. If you look at that in the global sense, that is the amount of money that we have available for grant. As a matter of policy, we do not grant it all in one year; we carry a buffer to ensure that if a particularly meritorious program comes up next year, we have the capacity to fund it if we feel that it is appropriate to do so.

Mr McCURRICH: We certainly place the emphasis on overseas research that has been carried out within this State, and there is a limited number of quality researchers in this particular area. So in many ways, particularly in research, it is a lack of appropriate projects, rather than a shortage of money.

Publications and speeches in 1994

QUESTION: Bibliographic details of monographs, reports, chapters, journal articles, or pamphlets on road safety, traffic offences associated with driving a motor vehicle, or related topics that were written by officers of the agencies or consultants contracted to the agencies that were published in 1994?

RESPONSE:

Judicial Commission of NSW

Sentencing Trends No 5, March 1994,
“Common Offences in the Local Courts”
by I. MacKinnell

Sentencing Trends No 6, July 1994,
“Common Offences in the Higher Courts”
by V. Roby

Motor Accidents Authority

Michael Henderson, *Children in Car Crashes - An in depth study of car crashes in which child occupants were injured* June 1994, Kidsafe NSW.

QUESTION: Details of papers, seminars and speeches delivered by officers employed by the agencies or consultants contracted to the agencies in 1994 that addressed topics of road safety, traffic offences, or criminal offences associated with driving a motor vehicle.

RESPONSE:

Judicial Commission of NSW

The Judicial Commission was not directly involved in any of community training activities in relation to road safety or driving offences during 1994. On a request basis, the Commission provides judicial officers with information about sentencing patterns in relation to driving offences.

Motor Accidents Authority

Road Trauma - Early Management and Prevention Seminar conducted by the Motor Accidents Authority at the Masonic Centre, Sydney, 7 October 1994. .

In June 1995, the Motor Accidents Authority organized a preliminary road safety induction/training session for ten Paralympian athletes awarded scholarships to participate in an accident prevention communication program.

Advertising and community awareness activities in 1994

QUESTION: Road safety community awareness activities undertaken by officers employed by the agencies, or consultants contracted to agencies during 1994, including policy and campaign launches, speaking engagements, etc.

RESPONSE:**Judicial Commission of NSW**

The Judicial Commission was not directly involved in any community training activities in relation to road safety or driving offences during 1994. On a request basis, the Commission provides judicial officers with information about sentencing patterns in relation to driving offence.

Motor Accidents Authority

Community awareness advertising campaigns co-sponsored by the Motor Accidents Authority and the Roads and Traffic Authority during 1994-1995 included:

- *Bicycle Safety* (MAA/RTA), September 1994;
- *Occupant Safety (Children)* (MAA), December 1994/January 1995;
- *Bus Safety* (DoT/MAA/RTA), February 1995;
- *Drink Drive*, March 1995;
- *Driver Fatigue*, Easter campaign; and
- *Children's Safety*, Queen's Birthday campaign.

Road safety education activities in 1994

QUESTION: Details of any training or rehabilitative programs conducted, sponsored or supported by the agencies that target attitudes, knowledge or beliefs about road safety, traffic offences, or criminal offences associated with driving a motor vehicle.

RESPONSE:**Judicial Commission of NSW**

The Judicial Commission was not directly involved in any community training activities in relation to road safety or driving offences during 1994. On a request basis, the Commission provides judicial officers with information about sentencing patterns in relation to driving offences.

Motor Accidents Authority

See: Motor Accidents Authority, *Projects Funded by the Motor Accidents Authority of NSW Progress Report*, Sydney, March 1995, Motor Accidents Authority, pp.1-14.

Project 1.2: Pre-driver School - Road Safety Education Program - Roads and Traffic Authority

Project 1.3: Brain Injury Awareness & Prevention Program - Headstart Community Access Program (Hunter)

Project 1.5: Brain Injury Education Program - Headway - Illawarra

Project 1.7: Brain Injury Prevention Video - Roads and Traffic Authority

Project 1.10: North Coast Brain Injury Education Program - North Coast Head Injury Service

Project 1.12: Local Government Road Safety Initiatives - Institute of Municipal Engineering Australia

Project 1.14: *Road Whys* Young Driver Education Program Implementation - Roads and Traffic Authority

Project 1.15: MAA Child Restraint Program - Kidsafe NSW

Illawarra Healthy Cities and Safe Communities project

QUESTION: The World Health Organization acclaimed the Illawarra as the first Safe Community in the Southern Hemisphere in February 1994. What has been the involvement, if any, of each of the agencies in the development of the Illawarra Healthy Cities and Safe Communities project?

RESPONSE:

Judicial Commission of NSW

The Judicial Commission has not been involved in this project.

Motor Accidents Authority

Nil

General matters

QUESTION: Are there any other significant matters relevant to the STAYSAFE Committee's terms of reference to monitor the road safety situation in New South Wales that have not been addressed in the preceding questions? If so, please indicate these matters briefly?

RESPONSE:**Judicial Commission of NSW**

As part of its research and education responsibilities, the Judicial Commission provides all judicial officers with a range of loose leaf and electronic reference information which is updated regularly to take account of changes in the law. Much of this information, either directly or indirectly, is relevant to the sentencing of driving offenders.

(A) Sentencing Information System (SIS)

Throughout 1994, the Judicial Commission actively maintained the SIS, which is an on-line information system developed for the use of judicial officers and justice agencies involved in the Courts. The SIS contains the following information relating to the sentencing of driving offenders which was updated during 1994:

- sentencing statistics for the Local Courts (of which about one-third relate to driving offences) and the Higher Courts (which include the majority of culpable driving offences);
- the full text of new judgments from the court of Criminal Appeal (these include a number of appeals relating to driving offences);
- the full text of all major criminal legislation, including the Traffic Act 1909, as amended during 1994;
- a legal commentary on Sentencing Principles that apply specifically to driving offences (this was updated to take account of developments in case law in 1994);
- a database of rehabilitative and counseling facilities (this was completed in 1994 and contains information about drug- and alcohol-related services that judicial officers may wish to use when sentencing offenders, e.g. drink-driving offenders).

(B) Bench Books

The Judicial Commission maintained a set of Bench Books for judicial officers in each criminal jurisdiction, which among other things:

- set out the penalties for all driving offences created by the Traffic Act 1909 as well as for driving offences created by other Acts of Parliament;
- provide information about sentencing principles specifically relating to driving offences;
- provide forms of orders for use in sentencing (such as driving licence disqualification).

The Bench Books were disseminated on diskette, in the SIS, and in loose leaf format. Copies were provided to new judicial officers and current copies were updated regularly.

Mr SMALL (STAYSAFE): In reference to the STAYSAFE Committee's genuine concerns over road transport matters, what legislation in particular has an impact on the Motor Accidents Authority? Does the Motor Accidents Authority have a statutory role under any legislation other than the particular Act?

Mr McCURRICH: The overriding legislation that covers our operations is the Motor Accidents Act. We are obviously impacted by changes to other bodies in the area of road

safety, in particular the Roads and Traffic Authority. But our Act does mean that as an Authority we are reasonably independent.

Mr SMALL (STAYSAFE): Is the Motor Accidents Authority seen as the best practice model by other jurisdictions?

Mr McCURRICH: Certainly, what is interesting is the number of people who come to see us on this. We have a continual stream of people not only from interstate; we also have a number of overseas visitors who come to see what we are doing and the way in which we approach these issues. That does not necessarily mean that we are best practise, but they will not waste their time if they think that we are useless. We find that our process of evaluation is good. Our approach to the areas in which we are involved is good and is worth looking at, and we have given a lot of information to a lot of people.

Mr SMALL (STAYSAFE): To the best of your knowledge has the Transport Accident Commission model used in Victoria been assessed regarding the introduction of a similar approach in New South Wales?

Mr McCURRICH: We have looked at aspects of it. We became the primary source of a lot of road safety funding and advertising in Victoria. When they were looking at the question of privatisation of the Transport Accident Commission in Victoria, at that time a lot of work was done on our model and their model, and the ways in which their model might be changed.

Mr SMALL (STAYSAFE): I agree that there is a lot of interchange between Victoria and New South Wales. With accident and road safety matters, we are very much aligned to helping each other because of our cross movement. I live on the border and I find that Victoria is very active within the safety area. Naturally, it is important that we work together, and apparently that is very much the case.

Mr McCURRICH: It is the case. A lot of the advertising used by the Roads and Traffic Authority is in fact borrowed from the Transport Accident Commission. We have been working on some joint initiatives with the Transport Accident Commission, particularly to cover your particular area, Albury-Wodonga, because it is border country. You cannot say that this area is governed by one body and this area is governed by another body. You have to look at the common problem and try to get a joint solution.

Mr THOMPSON (STAYSAFE): The Committee is aware of road safety organisations in the United States and Europe and their forward planning to identify a most-wanted list. Such a list might include mandatory wearing of motor cycle helmets or the introduction of administrative licence revocation for unsafe road behaviour such as excessive speed or drink driving. What are the top six actions that the Motor Accidents Authority most wants to see

in New South Wales?

Mr McCURRICH: In many ways we are fortunate in that a lot of them are already in our legislation. One of the things that I would like to see in the whole area of road safety touches on legislation and touches partly on the way in which things are funded in this State. We are in the fortunate position of being able to look at funding on a two-year to three-year basis, and we keep that rolling ahead. When we are involved with community groups we cannot plan for road safety this year and then do something different next year. We want to get to the grass root level and to get acceptance at that level. What I would like to see is some way in which funding for the main bodies—obviously that would touch on the Roads and Traffic Authority—can be put on a much longer term horizon than a stop gap. It was unfortunate that the change of government caused a sort of hiatus in funding approvals over that period—that is likely to happen when there is a change of government—when there were a number of initiatives and when claim costs were rising. There were not necessarily so many casualties but certainly casualties had ceased to bottom.

I think one was hoping that one would keep up that momentum and then one lost that momentum. It flows on from that that I would like to ensure that there is a long-term commitment that as one of the participants our budget in this area is X for 1995-96 and it is likely to be X plus something or other or X minus something in the following year. We would know where we stood in the scheme of things, as would the other participants. Road Safety 2000, which is the main road safety strategy document, is excellent. The way in which it brings together support from an enormous range of community interests is very good. However, it needs to ensure that there is a flow of money so that everyone can plan with confidence and one does not lose enthusiasm and initiative on the way through.

Turning back to specific road safety requirements, at this point in time we do not have a specific road safety initiative as such that needs to be done. We have seat belts. It is questionable whether air bags should be compulsory or not. I mean, good seat belts are very good. Air bags add a great deal for certain crashes but that is not as critical for us as it was in the United States where seat belt legislation is not compulsory. We have bicycle helmets and motor cycle helmets. We have drink drive. One thing that would certainly help would be the continuing debate on traffic speed. Perhaps the speed could be varied to a greater degree between residential streets and arterial or through roads so that people are pushed off residential streets and kept on the freeways.

Mr JEFFERY (STAYSAFE): Coming back to Mr McCurrich's early statement on funding, do you see the Motor Accidents Authority as a defacto body of the Roads and Traffic Authority as far as funding is concerned?

Mr McCURRICH: No.

The Hon. J. H. JOBLING (STAYSAFE): As I recall, your response—apart from long-term funding—about outside activities was that there were no other actions that you as a body would want to see introduced into New South Wales. Is that really what you meant to say to us?

Mr McCURRICH: I am sorry, this was a legislative exchange, I think.

The Hon. J. H. JOBLING (STAYSAFE): Broad, total change without any restrictions.

Mr McCURRICH: We would certainly like to see this question of long-term funding sorted out, yes.

The Hon. J. H. JOBLING (STAYSAFE): Yes, you have given us that, but that is the only one that you have given us. You have talked only about money. There is nothing else—no future programs, no planning, no projection for the next five years.

Mr McCURRICH: I would certainly like to see the Road Safety 2000 strategy followed through. That is a program that is in place, and we support that. We would like to see it carried through and continue to be developed. That is an excellent program and an excellent way of achieving cooperation between all the parties. We certainly support it and would like to see it continue.

The Hon. J. H. JOBLING (STAYSAFE): But what you are still saying to me is that there is nothing else projected or planned that you as a body would like to see introduced into New South Wales. That is what you have said to me twice.

Mr McCURRICH: Yes.

Mr GRELLMAN: I am not sure whether we are at cross-purposes but there is a brace of amendments that we would like to see to the Motor Accidents Act which have been put across to the Attorney General. They are receiving consideration.

The Hon. J. H. JOBLING (STAYSAFE): But that is not of great use to us as a Committee. We are trying to help and the response you have given us is distinctly no. Therefore, there is very little we can do to help you if that is the response.

Mr McCURRICH: The facilities are already there. We would like to see closer relationships between a number of road safety programs and police enforcement. That sort of already exists but it just needs to happen without actually being legislated.

The Hon. J. H. JOBLING (STAYSAFE): That is what the Committee needs. What you have just said to us is of more importance than you realise. There are programs in existence but they do not happen.

Mr McCURRICH: I think your question was whether we needed specific legislation to do it. The facilities exist—it is a question of making sure that they work properly. That is where we may have been at slight cross-purposes.

7

ROAD SAFETY ACTIVITIES IN THE DEPARTMENT OF AGRICULTURE IN 1994

*Introductory remarks - Provision of advice concerning road safety legislation
- Research programs in road safety - Publications and speeches in 1994*

Introductory remarks

STAYSAFE's particular purpose in seeking a response from the Minister for Agriculture, the Hon. Richard Amery MP, was to ensure that issues arising from the STAYSAFE 24 report into livestock warning signage on roads had been dealt with in a satisfactory manner. STAYSAFE did not call Department of Agriculture witnesses to give evidence to the public hearing.

Provision of advice concerning road safety legislation

QUESTION: Can the Committee receive general details of the circumstances where officers of the Department of Agriculture have provided formal advice on proposed legislation (including regulations), discussion papers, etc., during 1994?

RESPONSE: Under the provisions of the Subordinate Legislation Act 1989, the Rural Lands Protection Regulation 1990 is due to expire on 1 September 1995. Officers of the Department of Agriculture have been involved in preparing drafting instructions for a new Rural Lands Protection Regulation which should be operational from that date.

Part 4 of the proposed Regulation relates to travelling or agisted stock on public roads and travelling stock reserves (TSR's). In this part of the new Regulation it is proposed to have various provisions (which were also contained in the 1990 Regulation) requiring persons in charge of travelling or grazing stock to:

- travel at a minimum distance each day;
- not have stock on roads between sunset and sunrise;
- keep travelling stock in a cohesive mob and not allow the stock to disperse; and
- display stock warning signs to advise motorists of the actual or

potential presence of stock on the road ahead.

It is anticipated that this Regulation will be promulgated in the Government Gazette within the next two weeks [September 1995].

Research programs in road safety

QUESTION: The STAYSAFE Committee would like general written briefings providing bibliographic details of monographs, reports, chapters, journal articles, or pamphlets on road safety, traffic management, or related topics that were written by officers of the Department of Agriculture, members of Rural Lands Protection Boards, or consultants contracted to the Department of Agriculture that were published in 1994?

RESPONSE:

There were no relevant monographs, reports, etc., written by the Department of Agriculture or Department or Rural Lands Protection Boards in 1994.

The 1994 edition of the *Road Users' Handbook* produced by the Roads and Traffic Authority on p.58 includes, at the request of the Department of Agriculture, a reference to the stock warning signs referred to above. The reference includes the need to give way to stock to which such signs relate.

Publications and speeches in 1994

QUESTION: Details of papers, seminars and speeches delivered by officers employed by the Department of Agriculture, members of Rural Lands Protection Boards, or consultants contracted to the Department of Agriculture in 1994 that addressed topics of traffic management or road safety?

RESPONSE: The Department of Agriculture is involved in the on-going training of personnel of the 57 Rural Lands Protection Boards which administer the Rural Lands Protection Act. During 1994 there were two seminars at which such training was provided for administrative officers of the Boards. The travelling stock legislation was one of the topics covered during such seminars.

REFERENCES

- Arthurson, R.M. (1985). Evaluation of random breath testing. Research Note RN 10/85. Rosebery, NSW: Traffic Authority of New South Wales.
- Cairney, P.T. & Catchpole, J.E. (1991). Road user behaviours which contribute to accidents at urban arterial/local intersections. Report ARR 197. Vermont South, Vic.: Australian Road Research Board.
- Cashmore, J. (1985). The impact of random breath testing in NSW. Sydney, NSW: Bureau of Crime and Statistics and Research.
- Danish Council of Road Safety Research (1995). Danish Council of Road Safety Research activities in 1994. Copenhagen: Danish Council of Road Safety Research.
- DGR Consulting Pty Limited (1994). Road Safety 2000: 1994 review conference. Sydney, NSW: DGR Consulting Pty Limited.
- Hakkert, S. & McGann, A. (1996). A comparative study of road safety in Australian states. Research Report ARR 278. Vermont South, Vic.: ARRB Transport Research.
- Herbert, D.C. (1983). What random breath testing is all about. Paper presented to a seminar on The Impact of Random Breath Testing - Will It Last?, Wollongong University, 23 August 1983.
- Hillier, W., Ronczka, J. & Schnerring, F. (1993). An evaluation of red light cameras in Sydney. Research Note RN 1/93. Rosebery, NSW: Road Safety Bureau.
- Homel, R. (1986). Policing the drinking driver. Report CR 42. Canberra, ACT: Federal Office of Road Safety.
- Homel, R. (1990a). Random breath testing the Australian way: A model for the United States? Alcohol Health & Research World, 14, 70-75.
- Homel, R. (1990b). Australia. In: Department of the Alberta Solicitor General (Ed.) (1990). Effective strategies to combat drinking and driving. An edited collection of papers presented at the International Congress on Drinking & Driving, Edmonton, Alberta, 28-30 March 1990. Edmonton, Alberta: Department of the Solicitor General.

-
- Homel, R. (1990c). Random breath testing and how to get it to work properly. In: Smith, D.I. (Ed.). Roadwatch: Proceedings of the inaugural annual conference. Perth, WA: Road Accident Prevention Research Unit, Department of Medicine, University of Western Australia.
- Homel, R. (1994). Drink-driving law enforcement and the legal blood alcohol limit in New South Wales. Accident Analysis and Prevention, 26(2), 147-155.
- Homel, R. & Wilson, P. (1987). Death and injuries on the road: Critical issues for legislative action and law enforcement. Phillip, ACT: Australian Institute of Criminology.
- Homel, R., Carseldine, D. & Kearns, I. (1988). Drink-driving countermeasures in Australia. Alcohol, Drugs and Driving, 4(2), 113-143.
- Lamble, R. (1991). An overview of the coordinator of highway safety research grant program. Report SCDO-91-118. Downsview, Ont.: Ontario Ministry of Transportation.
- Lamble, R. (1995). Summary of papers. Fifth conference for recipients of grants from the Coordinator of Highway Safety, 28 September 1995. Report FYI-95-105. Downsview, Ont.: Ontario Ministry of Transportation.
- Roads and Traffic Authority (1993). Red light cameras. Road Environment Safety—Technical Note/ Safety Update RES 2. Rosebery, NSW: Roads and Traffic Authority.
- Roads and Traffic Authority (1994). Road Safety 2000 review conference. Rosebery, NSW: Roads and Traffic Authority.
- South, D., Harrison, W., Portans, I. & King, M. (1988). Evaluation of the red light camera program and owner onus legislation. Report SR/88/1. Hawthorn, Vic.: Victoria Road Traffic Authority.
- Span, D.B.E. (1989). Enforcement of drink-driving legislation: Perceptions of and attitudes towards random breath testing. Research Note RN 1/89. Rosebery, NSW: Road Safety Bureau.
-

APPENDIX A: Road safety research projects of the Roads and Traffic Authority in 1994

*Road Safety Bureau - Drive and Vehicle Policy And Regulation Directorate
- Sydney Region - Southern Region - Northern Region- Western Region -
Crashlab - General projects*

This appendix lists the research projects commissioned by, or involving, the Roads and Traffic Authority, in 1994 which had significant road safety focus or implications. The appendix lists, for each project, the terms of reference, its background, status and the resources dedicated to the task.

Road Safety Bureau

The Road Safety Bureau was a corporate area responsible for road safety activities of the Roads and Traffic Authority. The Road Safety Bureau is now defunct, and has been replaced by the Road Safety and Traffic Management Directorate.

Project: Joint RSB-Regions accident geocoding project

TERMS OF REFERENCE: Geocode (assign a geographic coordinate to) all traffic accidents from 1988 to March quarter 1993 which had not been geocoded in previous projects.

BACKGROUND: The use of Geographic Information Systems (GIS) has been considered an important new tool in the display and analysis of traffic data. To enable data to be displayed through a GIS, the location of the accident has to be assigned a geographic coordinate. While a coordinate can be assigned by reference to a paper map, this process, while used for special projects, had proved an expensive and impractical method. In 1991, an application was developed which enabled the automatic assignment of a coordinate through a GIS based on the textual description of the accident site.

STATUS: At the completion of this project, and in conjunction with the previous projects, nearly 300,000 accidents from 1988 were geocoded. These geocoded accidents have been released with the Roads and Traffic Authority's new standard GIS software ARC/INFO & ARC/VIEW and are available for reporting and analysis. An application is currently being developed to enable coordinates to be assigned at the time a traffic accident is initially coded, rather than as a retrospective exercise as in the above project. It is planned to implement this new application for coding of 1996 accident data. A proposal is currently being developed for a project to geocode the accidents in the remaining period from March 1993 data to the end of 1995.

RESOURCES: Resources required by the project were valued at \$168,000 . Resources for this project and all others following includes an estimate of Roads and Traffic Authority administrative costs.

Project: Risk engineering models

TERMS OF REFERENCE: To identify appropriate risk engineering models applicable to road risks, test them on a sample of accident situations, and outline further work necessary to develop and calibrate models.

BACKGROUND: Priorities for road remedial treatments are usually determined on the basis of accident numbers and potential savings, but low numbers make analysis of savings and priorities difficult, so methods for modelling risk scenarios developed in chemical, aerospace and industrial engineering may well offer a useful alternative approach.

STATUS: A report was released as RSB Consultant Report CR 195; further development work is planned for the 1995/96 year.

RESOURCES: \$30,000

Project: Expert advisory system for road environment safety

TERMS OF REFERENCE: To produce an electronic expert advisory system for road safety audits and accident investigation with cross referencing facilities with road environment safety guidelines and other Roads and Traffic Authority and AUSTRROADS guides and manuals.

BACKGROUND: Potential is seen for an expert system to improve the quality, consistency and efficiency of safety audits and accident investigations carried out by the Roads and Traffic Authority Regions and local government. The work is carried out by external consultant.

STATUS: A final draft of an Expert Advisory System is ready for evaluation by selected Roads and Traffic Authority and local government users.

RESOURCES: \$100,000

Project: Rural and urban crash rates

TERMS OF REFERENCE: To develop models which predict crash rates for stereotypical road geometries.

BACKGROUND: To support the Roads and traffic Authority regions and local government in their planning of road works and maintenance, and economic evaluation of projects.

STATUS: Data base of crash rates for rural roads has been completed and distributed. The project on urban crash rates is in progress.

RESOURCES: \$60,000

Project: Local area traffic guidelines - Part 17 of Traffic Engineering Manual

TERMS OF REFERENCE: To review local area traffic Guidelines to reflect new experience, RTA strategies and planning process, for local area traffic management.

BACKGROUND: Guidelines on Local Area Traffic Management were produced in 1984. The review was needed to reflect experience and knowledge gained since then.

STATUS: Project completed.

RESOURCES: \$30,000

Project: Review of Roads and Traffic Authority's road safety audit manual

TERMS OF REFERENCE: To review the Roads and Traffic Authority's road safety audit manual to reflect field experience and development of AUSTRROADS' road safety audit manual; and to refine procedures for the Roads and Traffic Authority's regions and zones.

BACKGROUND: The first edition of the Roads and Traffic Authority's road safety audit manual was issued in 1991. An updated version was warranted, drawing on the experience of using that first edition and the AUSTRROADS project to which the Roads and Traffic Authority had made a significant contribution.

STATUS: Second edition was completed and issued in January, 1995.

RESOURCES: \$30,000

Project: Review of road environment safety guidelines

TERMS OF REFERENCE: To review road environment safety guidelines to include additional issues on road environment safety and to reflect customer needs.

BACKGROUND: A need was seen for focus to be given to road environment safety issues so that designers and planners are aware of them.

STATUS: Draft revised guidelines have been completed. These are to be published and distributed in 1995.

RESOURCES: \$30,000

Evaluation of pedestrian safety facilities

TERMS OF REFERENCE: To evaluate the effectiveness of pedestrian safety facilities in New South Wales, including new types.

BACKGROUND: There are many and varied types of pedestrian safety facilities, installed in New South Wales. However more needs to be known as to which facilities are most effective in particular circumstances. Queries are regularly received from local government about the effectiveness of facilities and guidelines for planning and implementation of facilities.

STATUS: The study was completed and reported in 1994. Information will be used to guide planning.

RESOURCES: \$40,000

Project: Perceptual countermeasures literature review

TERMS OF REFERENCE: To investigate mechanisms by which perceptual countermeasures are likely to influence travel speeds through:

- 1) a review of literature to examine the likely influence of perceptual countermeasures on driver's speed behaviour; and assess existing measures in terms of their speed and crash reduction potential; and
- 2) determining whether these perceptual countermeasures can be developed and tested using driver simulators.

BACKGROUND: The report 'The Speed Review. Road Environment, Behaviour, Speed Limits, Enforcement and Crashes', produced by the Monash University Accident Research Centre in 1992/93 for the Roads and Traffic Authority and the Federal Office of Road Safety, identified a number of research items and action items to reduce the number of accidents involving inappropriate speed. The highest ranked research item was the development of perceptual countermeasures.

STATUS: The perceptual countermeasures literature review has been completed. The driver simulator phase will be pursued in 1995.

RESOURCES: The Roads and Traffic Authority resources required by this project were valued at \$15,000. The Federal Office of Road Safety contributed a similar amount.

Project: Heavy vehicles route safety

TERMS OF REFERENCE:

- 1) To establish the relationship between heavy vehicle crashes and road geometric standards and characteristics; and
- 2) to develop suitable guidelines for heavy vehicle routes from existing literature on the subject.

BACKGROUND: Previous research into heavy vehicle crashes suggested that deficiencies in road geometry contributed to a number of these crashes.

STATUS: A preliminary report on a sample of relevant crashes has been completed. Draft guidelines for heavy vehicle routes are under development.

RESOURCES: \$20,000

Project: Success factors in road safety in New South Wales

TERMS OF REFERENCE: Undertake research to provide a better understanding of the impact of the various road safety programs and the economy on New South Wales road crash fatalities between 1985 and 1993.

BACKGROUND: The number of road fatalities in New South Wales in 1993 was the lowest since 1949. The extent to which road safety programs and the economy have contributed to these reduced fatalities is not clear. Furthermore, the annual road fatalities appear to be levelling out. This may or may not be due to economic recovery. Similar work in this area has previously been undertaken in Victoria, e.g., "Linking Economic Activity, Road Safety Countermeasures and Other Factors with the Victorian Road Toll" by T. Thoresen, T. Fry, L. Heiman and M.N. Cameron (MUARC Report 29) and a booklet entitled "The Road Toll In Victoria: Why has it decreased?" by A.P. Vulcan, M.H. Cameron and P. Milne. The "Success Factors in Road Safety in New South Wales" project is expected to advance the research work previously undertaken in road toll modelling.

STATUS: A preliminary draft report covering the first three objectives (collation of information, identification of appropriate economic variables and derivation of explanatory models) is currently being reviewed by the Road Safety and Traffic Management Directorate. The development and testing of the predictive models will proceed when the review of the derivation and presentation of the explanatory models is complete. The team is then required to produce a final report and present their findings to the steering committee. It is envisaged

that a summary booklet will then be produced as a Directorate publication and be made available for wide distribution.

RESOURCES: \$106,000

Project: Child pedestrian accident study

TERMS OF REFERENCE: To investigate in depth the factors involved in child pedestrian accidents in order to guide future countermeasure development.

BACKGROUND: Several questions regarding child pedestrian accidents could only be answered by this type of in-depth study.

STATUS: The data collection has been completed and a draft report written. It is expected that the research will be published in 1995 and will guide further countermeasure development in the area. A paper has also been accepted by the 3rd International Conference on Injury Prevention in Melbourne in February 1996.

RESOURCES: \$53,000

Project: Awareness of and attitudes to bicycle helmet campaign

TERMS OF REFERENCE: To assess the level of awareness of the June bicycle helmet campaign and attitudes towards the campaign by young bicyclists.

BACKGROUND: Helmet wearing by young, particularly male, bicyclists needs improvement. A campaign was designed to target this group. The research was conducted to guide further campaign development in the area.

STATUS: Research has been completed and a report received. Results of the survey will be used to guide further campaign development.

RESOURCES: \$23,500

Project: Evaluation of the introduction of bicycle helmet legislation

TERMS OF REFERENCE: To conduct an evaluation of the effect of the introduction of mandatory helmet legislation in New South Wales.

BACKGROUND: Mandatory helmet wearing for bicyclists was introduced in 1991 in New South Wales.

STATUS: A draft report has been completed and is under review. A presentation of material in the report will be made at the 3rd International Injury Prevention and Control Conference in Melbourne in February 1996

RESOURCES: \$6,250

Project: Speeding advertising campaign evaluation—December 1994 - January 1995

TERMS OF REFERENCE: To evaluate the effectiveness of the speeding advertising campaign, conducted in December 1994, through pre and post advertising awareness surveys, as well as a general speeding attitude survey prior to the campaign.

BACKGROUND: Community response to advertising is monitored to evaluate the awareness of the campaign and the understanding of key messages. The results are also used to guide the development of future advertising campaigns.

STATUS: The report was prepared in March 1995 and has been used to guide campaign development.

RESOURCES: \$6,200

Project: Restraint use observational survey

TERMS OF REFERENCE: To establish occupant restraint wearing rates

BACKGROUND: Observational surveys are conducted regularly to monitor wearing rates of occupant restraints and to identify target groups for future campaigns.

STATUS: The survey was completed in November 1994. Results have been published and used to guide further countermeasure development.

RESOURCES: \$44,000

Project: Survey of drivers involved in fatigue crashes or near crashes

TERMS OF REFERENCE: To further knowledge of circumstances and factors involved in fatigue crashes

BACKGROUND: The 1992 study of drivers involved in fatigue crashes in Northern region produced some new insights into fatigue related accidents, particularly the involvement of business trips and of relatively short journeys. Further research was needed to follow up on such factors as activity prior to the trip, sleep quality and quantity, etc..

STATUS: The research was completed in 1994 and has been used to guide development of countermeasures for the fatigue area.

RESOURCES: \$30,325

Project: Survey to assess awareness of driver fatigue campaign

TERMS OF REFERENCE: To evaluate the effectiveness of the fatigue advertising campaign.

BACKGROUND: Community response to advertising is monitored to evaluate the awareness of campaign messages and to guide development of future campaigns.

STATUS: Report received. Information used to guide further campaign development.

RESOURCES: \$19,500

Project: Awareness survey of the December 1993 drink-driving and January 1994 speed advertising campaigns

TERMS OF REFERENCE: To assess awareness of elements of recent drink-driving and speeding advertising campaigns.

BACKGROUND: Awareness surveys are conducted on selected campaigns as part of the monitoring process. The survey research supplements other research on the campaign material, and helps to guide the development of future advertising campaigns.

STATUS: The research was conducted and completed in 1994 and a written report was received from the market research company; it will be used to guide further campaign development.

RESOURCES: \$29,500

Project: The value of fear appeals in road safety advertising

TERMS OF REFERENCE: To conduct a literature review of the area of fear appeals, and a study on the value of fear appeals in road safety advertising.

BACKGROUND: The Roads and Traffic Authority was approached by Expert Access Pty Ltd to become involved in the Cooperative Education for Enterprise Development Program (CEED). CEED has been set up to establish joint industry/university projects. The topic of fear appeals in road safety advertising was proposed as a relevant area to research. A postgraduate masters student in the School of Communication, UTS conducted the project.

STATUS: The literature review and research were completed in 1994. The literature review represents a good summary of recent consideration of the role of fear appeals in communication. The research is a pilot study of limited scope using Q-methodology to assess response to fear appeals in recent Roads and Traffic Authority advertising. Consideration will be given to whether the method has scope to be used more widely to assess driver and public response to fear appeals in road safety advertising.

RESOURCES: \$14,300

Project: Awareness surveys of the September 1994 drink-driving mass media campaign

TERMS OF REFERENCE: To assess awareness of elements of the September 1994 drink-driving advertising campaign.

BACKGROUND: Awareness surveys are conducted on selected campaigns as part of the monitoring process. The survey research supplements other research on the campaign material, and helps to guide the development of future advertising campaigns.

STATUS: The pre and post campaign surveys were conducted and completed in 1994. Analysis and reporting was conducted by Road User Safety Section. Information was used to develop the December campaign.

RESOURCES: Resources required by this project were valued at \$33,500.

Project: Pre-campaign awareness survey of December 1994 to January 1995 drink-driving advertising campaign

TERMS OF REFERENCE: To establish baseline information for assessing awareness of elements of a forthcoming drink-driving advertising campaign.

BACKGROUND: Awareness surveys are conducted on selected campaigns as part of the monitoring process. The survey research supplements other research on the campaign material, and helps to guide the development of future advertising campaigns.

STATUS: The research was conducted and completed in 1994. Analysis and reporting was conducted by Road User Safety Section.

RESOURCES: \$7,700

Communication testing of a series of Roads and Traffic Authority and Transport Accident Commission road safety advertisements

TERMS OF REFERENCE: To assess the communicative effectiveness of each of a series of two Roads and Traffic Authority and six Transport Accident Commission advertisements on the topics of drink-driving, speeding and driver fatigue.

BACKGROUND: A semi-quantitative research method, using individual interview, is routinely used on completed advertisements as part of the assessment of how well the advertisements have met their communication objectives. This method was also applied to a series of Transport Accident Commission advertisements with the objective of selecting advertisements for use in New South Wales.

STATUS: The research was conducted and completed in 1994. The results were used to select TAC advertisements for use in New South Wales.

RESOURCES: \$22,900

Project: Survey of driver knowledge, attitudes and reported behaviour on the topic of drink-driving

TERMS OF REFERENCE: To monitor trends in drink-driving knowledge, attitudes and reported behaviour, and to assess current drink-driving issues.

BACKGROUND: Community surveys are conducted biannually to monitor trends and to assess current issues. Survey results are used to help the development of drink-driving countermeasures.

STATUS: The research was conducted and completed in 1994. The data were subsequently analysed by Road User Safety Section and a paper on this research was presented at the 13th International Conference on Alcohol, Drugs and Traffic Safety held in Adelaide in August 1995.

RESOURCES: \$50,300

Project: Road safety health promotion by general practitioners

TERMS OF REFERENCE: To develop intervention materials and conduct a pilot study for improving the knowledge of general practitioners and drivers about the potential effects of prescription drugs on driving.

BACKGROUND: Following discussions between the Roads and Traffic Authority and the School of Community Medicine, University of New South Wales, an opportunity was seen to develop a program for improving road safety advice given by general practitioners to drivers when prescribing drugs.

STATUS: The project was completed, and a draft report on the implementation phase of the project received, in 1994. On the basis of the positive results of the project, a further stage to the project has now commenced to assess revised materials and methods of delivering the program to general practitioners for implementation.

RESOURCES: \$55,460 during 1994, of a total project cost of \$80,460 for 1994/5.

Project: Breath Testing Devices - Survey of Licensees

TERMS OF REFERENCE: To determine the attitudes, knowledge and experience of owners/managers of licensed premises and registered clubs regarding breath testing devices.

BACKGROUND: Sections of the liquor industry had identified certain barriers to the wider availability of breath testing devices in drinking venues. This research was undertaken to determine the validity and/or extent of these barriers, and to assist in future activities to

increase the number of public breath testing devices in premises.

STATUS: The research was completed in 1994, and a paper on the results was presented at the 13th International Conference on Alcohol, Drugs and Traffic Safety held in Adelaide in August 1995. Future activities to increase the availability of breath testing devices will be guided by the survey results.

RESOURCES: \$19,000

Project: Evaluation of long-term impact of random breath testing in New South Wales

TERMS OF REFERENCE: To assess the impact of random breath testing (RBT) in New South Wales up to the present time.

BACKGROUND: While a general assessment of crash statistics would tend to support a significant and long-term impact of random breath testing in New South Wales, such an impact has often been questioned, and in more recent times there have been claims that the drink-driving problem is getting worse. The research was proposed to provide a comprehensive analysis of the impact of random breath testing.

STATUS: The study has now been completed. The results show a significant, broad impact of random breath testing on drink-driving crashes which has been maintained up to the present time. The impact would appear to be a "program" effect involving intensive enforcement supported by publicity. A paper on the preliminary results of the research was presented at the annual road safety researchers' conference; and a paper was presented at the 13th International Conference on Alcohol, Drugs and Traffic Safety held in Adelaide in August 1995.

RESOURCES: \$7,200

Project: Communication testing of campaign materials

TERMS OF REFERENCE: To test that the major campaign materials communicate the intended information to the intended target groups.

BACKGROUND: New television commercial and radio materials developed for major media road safety campaigns were tested using focus groups in order to ensure that the materials communicated as intended.

STATUS: Communication testing is completed prior to each campaign. The results of the testing are used to refine the campaign materials and guide the development of future communications materials.

RESOURCES: The Roads and Traffic Authority paid \$2,400 per group to conduct the research throughout the 1994/95 financial year.

Project: Rural male driver seat belt campaign awareness survey

TERMS OF REFERENCE: To evaluate the effectiveness of the Rural male driver seat belt campaign, conducted in May, 1994. A pre and post campaign awareness survey was conducted.

BACKGROUND: Community response to advertising is monitored to evaluate the awareness of the campaign and the understanding of key messages. The results are also used to guide

the development of the future advertising campaigns.

STATUS: Both a baseline and post-campaign survey report were prepared. Information will be used to guide future campaigns.

RESOURCES: \$37,950

Project: Survey of awareness of and attitudes to road safety of people from non-English speaking backgrounds

TERMS OF REFERENCE: To quantify the relative road safety awareness and attitudes of people from non-English speaking backgrounds (NESB) on key road safety topics

BACKGROUND: Seat belt observational surveys have shown significant differences in wearing rates between English speaking background occupants and NESB occupants. The question arises as to whether differences exist in other road safety areas, and hence whether there is a need for targeted road safety information and promotion for NESB communities on a range of road safety issues.

STATUS: Report prepared June 1994. Information is being used to assist countermeasure development for NESB groups.

RESOURCES: \$51,630

Project: Survey to assess awareness of driver fatigue campaign

TERMS OF REFERENCE: To assess the level of awareness of driver fatigue advertising.

BACKGROUND: There was a state-wide campaign addressing new information on driver fatigue. The research was designed to ascertain target group awareness of the campaign.

STATUS: Research completed and both reports received - April 1994 and June 1994

RESOURCES: \$19,800

Project: Survey of attitudes to driving hours for drivers of heavy vehicles

TERMS OF REFERENCE: To assess public attitudes to driving hours for drivers of heavy vehicles.

BACKGROUND: To aid in the provision of advice on the setting of driving hours for heavy vehicle drivers, a survey was conducted of the attitudes of the general public. The survey addressed public attitudes towards the current limit to 12 hours per day, and towards raising the limit to 14 hours per day.

STATUS: The survey was conducted in August 1994. The survey highlighted strong public opposition to allowing heavy vehicle drivers to drive for 14 hours each day. Information adds to the context for discussions regarding heavy vehicle driving hours.

RESOURCES: \$1,706

Project: Feasibility of a trial of random drug testing of heavy vehicle drivers

TERMS OF REFERENCE: To assess the feasibility of conducting a trial of random drug testing of heavy vehicle drivers.

BACKGROUND: Following a feasibility study of random drug testing of heavy vehicle drivers, a study was commissioned to assess the feasibility of a random testing trial.

STATUS: The report was completed in August 1994. After consideration of the two studies, it was decided that random testing would not be pursued owing to the enormity of the practical and legal problems involved. The cost of a system which would offer a true deterrent effect would be high, and the benefits unlikely to justify the cost.

RESOURCES: \$7,500

Project: Comparison between licensing products and the novice driver curriculum

TERMS OF REFERENCE: To assess the extent to which the content of the novice driver curriculum is reflected in licensing products.

BACKGROUND: The novice driver curriculum is an innovative approach to driver education. It is important that the concepts in the curriculum be communicated to the public. One way of doing this is through the licensing materials and testing. It was necessary to establish the extent to which the content of the novice driver curriculum is already reflected and to determine the gaps.

STATUS: The research was completed and a written report received. The results are being used to assist in the development of licensing products.

RESOURCES: \$10,000

Project: Crashed vehicle study

TERMS OF REFERENCE: To assess the presence and contribution to crash causation and severity of vehicle defects.

BACKGROUND: The Roads and Traffic Authority has several vehicle inspection programs to ensure vehicles are in a fit and proper condition to use the road network. These programs cost the New South Wales community in the vicinity of \$130 million per year. To evaluate and enhance these programs, it is necessary to obtain reliable research data on the presence of defects and their contribution to crash cause and severity. Investigations will be conducted on 5000 vehicles (approx 3000 crashes). All types of vehicles are included in the study.

STATUS: Over 150 inspectors have undergone a three-day training course. Data collection has commenced and it is expected that the investigations will be completed in late 1996.

RESOURCES: The study will use Roads and Traffic Authority vehicle inspectors to undertake crashed vehicle investigations. It has been budgeted at \$3.5 million for the total duration of the project.

Project: Child restraint evaluation program

TERMS OF REFERENCE: To provide consumers with information for the selection of child restraints.

BACKGROUND: As part of the Vehicle and Equipment Safety Section's consumer safety information program, a study was conducted to evaluate the relative performance of various child restraints. The project was a joint initiative between the Roads and Traffic Authority, NRMA and Australian Consumers Association. The study involved evaluation of ease of use, compatibility with various vehicle types and crash performance.

STATUS: The results were used to develop a brochure which was released in July 1995.

RESOURCES: \$80,000

Driver Protection Ratings

TERMS OF REFERENCE: To analyse accident reports to assess the relative driver protection capabilities of cars and provide this information to the community.

BACKGROUND: Driver Protection Ratings combines and analyses the information from both the Roads and Traffic Authority's and VicRoads' crash database. Information includes driver protection capabilities of vehicles from actual crashes.

STATUS: A report and brochure was released in November 1994. Further analysis is due in 1996.

RESOURCES: \$40,000

Project: New Car Assessment Program

TERMS OF REFERENCE: To assess the occupant protection offered by new cars and provide this information to the community.

BACKGROUND: The project's aim is to provide the community information on the relative occupant protection performance of new vehicles. It is a joint program conducted with motoring organisations (RACV, NRMA, etc.) and other State Governments. Vehicles are crash tested at 56.3 km/h/h full frontal and 64 km offset. Results were first released in 1993.

STATUS: In 1994 two reports were released - small car tests and 4WD and multi purpose vehicles. Discussions are taking place for international test harmonisation and result sharing.

RESOURCES: \$450,000

Project: Front underrun

TERMS OF REFERENCE: To investigate ways for improvement in truck underrun systems.

BACKGROUND: Improved in front underrun protection on trucks will decrease the severity of light vehicle/truck frontal collisions. The project is jointly supervised by the University of Sydney and the Roads and Traffic Authority. It has recently been upgraded to a PhD project.

STATUS: Tests have been conducted on prototype systems at speeds of 56,80,90,100 km/h. The PhD is due for completion in 1996.

RESOURCES: \$75,000

Project: Neck injury

TERMS OF REFERENCE: To investigate the role of seat design parameters in influencing neck loads in rear collisions.

BACKGROUND: As part of a Master of Engineering thesis supervised jointly between University of New South Wales and the Roads and Traffic Authority, an investigation was conducted on neck load in rear collisions. Examination was conducted using a combination of sled testing and computer simulation.

STATUS: The M.Eng. thesis was completed in July 1995. Further thesis work is planned and information will assist in the development of vehicle safety standards.

RESOURCES: \$75,000

Project: Child restraint systems

TERMS OF REFERENCE: To investigate child restraint anchorage systems and dummies used in research and testing.

BACKGROUND: Two undergraduate engineering theses were conducted to examine and optimise the geometry of top tethers in child restraints and a comparison of two child dummies used in testing. Testing was conducted on the crash sled.

STATUS: Both thesis topics were completed in November 1994 with presentation of a paper at an international conference in 1995. Information is being used to enhance the Australian and international standards.

RESOURCES: \$20,000

Project: Vehicle advertising

TERMS OF REFERENCE: To evaluate the changes in vehicle manufacturers; attitude to vehicle safety through an examination of their advertising.

BACKGROUND: The Vehicle & Equipment Safety Section has several programs that are designed to create consumer demand for safer vehicles. To evaluate their effectiveness an investigation was conducted to examine the change in the content of manufacturers' advertising over the past 10 years.

STATUS: The report was completed in October 1995. Information is being used to assist in enhancing the Community safety information program.

RESOURCES: \$30,000

Project: Analysis of media treatment of vehicle safety

TERMS OF REFERENCE: To examine the trends in the way in which mass media presents vehicle safety issues.

BACKGROUND: The Vehicle & Equipment Safety Section has several programs that are designed to create consumer demand for safer vehicles. To assess both community and media attitudes, analysis was conducted on media reports over the past five years.

STATUS: The report was completed in November 1994. Information is being used to assist in enhancement of the community safety information program.

RESOURCES: \$30,000

Driver and Vehicle Policy And Regulation

Project: Survey of Unauthorised Driving in NSW

TERMS OF REFERENCE: To determine the reasons that people drive when unauthorised.

BACKGROUND: More needs to be known about the reasons people drive while unauthorised so that appropriate action can be taken to address these where possible.

STATUS: Final report received February 1994. Results to be used to develop appropriate countermeasures.

RESOURCES: \$16,763

Project: Roadside survey of unauthorised drivers in Chatswood Police District

TERMS OF REFERENCE: To determine the proportion of drivers and riders who are not correctly licensed.

BACKGROUND: Only surrogate measures of the proportion of unlicensed drivers were available previously, e.g., the number of traffic infringement notices issued for unlicensed driving and the involvement of unlicensed drivers in crashes. It was therefore desirable to find out more about the size and nature of the problem and to develop relevant countermeasures.

STATUS: Report on survey results received. Results are being used to guide countermeasure development.

RESOURCES: \$4,900

Project: Trailing fidelity

TERMS OF REFERENCE: To develop a method of measuring the trailing fidelity of multi-combination vehicles.

BACKGROUND: An objective measure of performance was required to aid in evaluating the effect of road condition on the performance of these vehicles and to help determine where they may have access.

STATUS: Currently awaiting a report from the Australian Road Research Board on trials of the system.

RESOURCES: \$60,000

Project: Stability of trucks carrying wool

TERMS OF REFERENCE: To establish the stability of trucks carrying wool and to evaluate methods of load restraint.

BACKGROUND: Work was instigated following a fatal accident.

STATUS: Load restraint methods which were developed/evaluated have now been incorporated into the *Load Restraint Guide* produced by the Federal Office of Road Safety.

RESOURCES: \$8,000

Project: Alternative compliance

TERMS OF REFERENCE: To develop criteria for use by road authorities for assessing the suitability of maintenance and inspection regimes.

BACKGROUND: The project forms part of the national heavy vehicle accreditation scheme which was given in-principle support by State and Federal Transport Ministers in October 1994. New South Wales has direct responsibility for developing the roadworthiness module and administration framework for the heavy vehicle accreditation scheme.

STATUS: The Roads and Traffic Authority is conducting a pilot program to test the standards, administrative procedures and audit processes that are to make up the roadworthiness module of the heavy vehicle accreditation scheme. In May/June 1996 the pilot program will be subject to a major national review and evaluation, including a cost-benefit analysis. Depending on the results of the evaluation, and the decisions of the New South Wales Government and the Ministerial Council of Road Transport, the national scheme may be available to operators in 1996.

RESOURCES: \$90,000

Project: Weight of loads analysis

TERMS OF REFERENCE: To develop profiles on overloading in New South Wales from existing sources of information and to assess the value of these sources.

BACKGROUND: A need is seen for a base-line analysis of existing practices from which appropriate standards and targets could be developed.

STATUS: Preliminary study, completed in June 1994, has identified some data integrity issues.

RESOURCES: \$25,000

Project: Roadside Survey of unauthorised drivers in Maitland Police District

TERMS OF REFERENCE: To determine the proportion of drivers and riders who are not correctly licensed.

BACKGROUND: It was desirable to find out more about the size and nature of the problem and to develop relevant countermeasures.

STATUS: Began 1994, completed 1995. Results are being used to guide countermeasure development.

RESOURCES: \$5,000

Project: Review of the literature on breath alcohol ignition interlock devices and programs and survey

TERMS OF REFERENCE: Review the overseas and local literature on breath alcohol ignition interlock devices and programs, assessing the research design and program implementation methods used in evaluation studies of the effectiveness of devices in reducing drink-drive recidivism. Determine the attitude of drink drive offenders to the concept of breath alcohol ignition interlock devices.

BACKGROUND: The breath alcohol ignition interlock device has received attention in recent years as a potential alternative or supplement to the usual fines and/or licence disqualification. Review of the area would be useful to guide policy development.

STATUS: Reports received. To be used in development of a program involving breath alcohol ignition interlock devices.

RESOURCES: \$21,500

Project: Review of driving simulator

TERMS OF REFERENCE: To review the literature on the present status of the use of driving simulators in Australia and elsewhere.

BACKGROUND: This review updates an earlier Roads and Traffic Authority study published in 1992.

STATUS: Report received. Findings to be used for the development of a driving simulator program.

RESOURCES: \$17,500

Project: Review of the Roads and Traffic Authority medical review scheme

TERMS OF REFERENCE: To identify the extent of self reporting by drivers when they have a medical condition which affects driving, the extend of reporting by general practitioners and medical specialists of patients with a medical condition which affects driving, and to assess the level of awareness of and attitude to the scheme.

BACKGROUND: The Roads and Traffic Authority is required by law to be satisfied that a driver is medically fit to drive. Some categories of drivers are required to undergo periodic medical certification to retain their licence.

STATUS: Report completed. Information to be used it improve the scheme.

RESOURCES: \$48,000

Project: Evaluation of the rider training and testing scheme

TERMS OF REFERENCE: To evaluate the rider training and testing scheme in terms of its effect on accidents and casualties, and the appropriateness of the content delivery and assessment techniques.

BACKGROUND: The scheme was introduced in 1990. There was a need to evaluate the progress of the scheme.

STATUS: The report has been received. Information will be used to improve the delivery of the scheme focussing on internal management and operational procedures.

RESOURCES: \$51,310

Project: Review of the commercial driving instructors course

TERMS OF REFERENCE: To identify the extent to which the course is achieving its objectives by examining appropriateness of content, delivery and assessments and the degree to which the course is contributing to the achievement of a satisfactory standard of professional driving instruction in New South Wales.

BACKGROUND: A legislative requirement for instructors to complete the course was introduced in 1991. All existing driving instructors were notified that they need to complete the course by July 1994. Evaluation of the course would provide feedback on its appropriateness.

STATUS: The project was completed in 1994 and a report received. The recommendations will be implemented in 1995-1996.

RESOURCES: \$19,850

Sydney Region

Project: Elderly Pedestrian study 1—Introduction to the problem and clearance phase change evaluation

TERMS OF REFERENCE: To examine the effect of increased clearance times at signalised intersections for elderly pedestrians, by kerbside observations and interviews with pedestrians

at a modified trial site.

BACKGROUND: Previous studies indicated elderly pedestrians had difficulties with standard clearance times, and benefits could be achieved through clearance time adjustments in assumed walking speeds, from 1.2 m/s to 0.9 m/s.

STATUS: Report completed January 1994. Study found a decrease in the number of pedestrian vehicle conflicts but an increase in illegal crossing. The latter issue is a cause of concern, and no subsequent broader actions are proposed at this stage.

RESOURCES: \$20,000

Project: Elderly Pedestrian study 2—Driver attitudes and knowledge survey study

TERMS OF REFERENCE: To investigate driver attitude towards pedestrians and driver knowledge of regulations pertaining to pedestrians, and to investigate elderly pedestrian behaviour and perceptions when using zebra crossings, via a telephone survey of 141 drivers.

BACKGROUND: The study was initiated to examine drivers' opinions regarding pedestrians, in the Australian context. Scant research was available on this topic.

STATUS: Final report completed January 1995. Study found many drivers felt that pedestrians did not have rights for road use, and many did not feel inclined to give way to pedestrians, especially when turning at traffic lights. Results will be used to assist in development of pedestrian campaign messages which target drivers.

RESOURCES: \$10,000

Project: Elderly pedestrian study 3—Pedestrian behaviour at zebra crossings.

TERMS OF REFERENCE: To develop a better understanding of elderly pedestrian behaviour and perceptions when using zebra crossings, by observation and interview surveys of pedestrians, at five pedestrian crossing sites.

BACKGROUND: The study was initiated to gain a better understanding of pedestrian behaviour, particularly involving the elderly, at pedestrian crossings.

STATUS: The final report was received in January 1995. The study found that elderly pedestrians underestimated their involvement in pedestrian accidents, were overly reliant on drivers stopping at zebra crossings, and supported the use of barrier fencing. The result will be used to develop future campaigns for senior pedestrians and will provide input to the review of engineering approaches to pedestrian crossings.

RESOURCES: \$10,000

Project: Criteria for double cycling mid-block signalised crossings

TERMS OF REFERENCE: To develop site identification criteria where double cycling of existing mid-block pedestrian signals could be installed.

BACKGROUND: The project followed from earlier trials of two double cycled mid-block pedestrian signals, where it was found improved compliance, reduced pedestrian delay and reduced traffic flow impact, provided sites were converted to pelican operation.

STATUS: Report received in May 1994, with proposed technical criteria for site selection identified. Scope for formulating a program of site conversion yet to be determined.

RESOURCES: \$30,000

Project: Pedestrian behaviour and perceptions study—Flashing yellow left-turn arrows at signalised intersections

TERMS OF REFERENCE: To trial and evaluate flashing left turn yellow arrows at two signalised intersection pedestrian crossing sites, using observations of driver and pedestrian behaviours, interviewing pedestrians and conducting self completion surveys to drivers.

BACKGROUND: Using the principle of the use of flashing yellow lights for drivers at pelican crossings, it was proposed to trial a flashing left turn yellow arrow. This operated concurrently with the red flashing Don't Walk signal for pedestrians, to alert left turning drivers of the need for caution when turning across the crossing, and to yield to pedestrians.

STATUS: Report completed in January 1994. A number of additional right and left turn flashing yellow arrows have subsequently been installed in Sydney.

RESOURCES: \$50,000

Reduced Speed limits on residential streets Mosman/Nth Sydney trials

TERMS OF REFERENCE: To design an interactive process whereby reductions in vehicle speeds would occur. Those interactive elements being engineering, enforcement and community involvement.

BACKGROUND: Local community demand to lower speed limits on local roads generated consideration of an alternative approach to speed management.

STATUS: Approach strategy and details being developed.

RESOURCES: \$70,000

Project: Installation of additional engineering treatments at school zones in Sydney Region

TERMS OF REFERENCE: To test the effectiveness of new engineering treatments at 40 km/h school zones in the Sydney Region.

BACKGROUND: It was considered that benefits could be gained through identifying and testing measures to improve conspicuity of 40 km/h school zones.

STATUS: Report completed and results under review.

RESOURCES: \$25,000

Project: Line marking to replace period parking signs

TERMS OF REFERENCE: To develop a system whereby red or green lines painted on the road would replace period parking signs and standing restrictions.

BACKGROUND: Project initiated to develop means to reduce maintenance costs and adverse visual impact associated with parking signposting

STATUS: Awaiting clarification of legislative issues.

RESOURCES: \$25,000

Southern Region

Project: Determination of potential for localised campaigns

TERMS OF REFERENCE: To determine the perceptions held by specific sectors of the community regarding the potential for localisation of state-wide campaigns in Southern Region.

BACKGROUND: Southern Region was interested to know whether more effective targeting of campaigns could occur through localisation.

STATUS: The report has been completed and results used to plan regional activities.

RESOURCES: \$6,000

Project: Community survey of drink driving practices in the rural sector

TERMS OF REFERENCE: To identify social and environmental factors for intervention strategies which are measurable and enforceable.

BACKGROUND: 33% of all road crash deaths in Southern Region involve alcohol.

STATUS: The report has been completed and results used to plan regional activities.

RESOURCES: \$5,000 (The Department of Health contributed an equal amount.)

Project: Shellharbour child restraint project

TERMS OF REFERENCE: To determine the level of knowledge and skill in the correct fitting of child restraints.

BACKGROUND: Concerns arose about the lack of knowledge and skill after a NESB Child Restraint Campaign.

STATUS: The report has been completed and results used to plan regional activities.

RESOURCES: \$2,500 (The study was conducted in conjunction with the Shell Harbour Child Accident Prevention Task Force).

Northern Region

Project: Review of 'Driver Reviver' operations

TERMS OF REFERENCE: To review the operation and sites used for the 'Driver Reviver' program.

BACKGROUND: The program has been in existence for 10 years and has grown considerably in that time; there had been no formal review previously.

STATUS: The report has been completed and actions are under way based on the findings.

RESOURCES: \$15,000

Project: Identification of Road lengths with adverse fatigue crash histories

TERMS OF REFERENCE: To investigate the road environment features of road lengths with adverse fatigue crash histories.

BACKGROUND: The Pacific Highway has a particularly bad record of fatigue crashes. The study would provide useful information about possible road environment countermeasures

STATUS: A report has been completed and action is being taken on the findings of the study.

RESOURCES: \$9,000

Western Region

No information received.

Crashlab

Research

Crashlab has no Roads and Traffic Authority allocated research budget. Any research or development initiated by Crashlab has to be self funded, representing operational overheads, which must be recovered through commercial activities. Crashlab does not conduct self-initiated research other than necessary development of equipment.

Facilities and Expertise

Crashlab provides facilities and expertise for Roads and traffic Authority research. The direction and objectives of the research is the responsibility of the Roads and Traffic Authority client, (usually the Vehicle & Equipment Safety Section, Road Safety and Traffic Management Directorate). Crashlab is usually requested to provide input on the technical aspects of the research but not the scope. The Vehicle & Equipment Safety Section generally subcontracts Crashlab to conduct the testing and data acquisition, rather than the whole project. Similarly, the New Car Assessment Program (NCAP) and other external clients contract Crashlab to conduct testing and data acquisition but retain control of the direction and scope of the research.

Crashlab was not awarded any complete research projects in 1994, but rather was contracted to provide testing and technical advice.

Crashlab's 1994 Research

VES - Child Restraint Assessment Program (CRAP)

NCAP - Small, 4WD, MPV, full frontal and offset

(Road Safety and Traffic Management Directorate to report on above research).

External Clients

Federal Office of Road Safer (FORS)

- Testing for the development of a frontal offset crash test Australian Design Rule.
- Contribution of above results to European Research (EEVC).

Department of Defence (DSTO)

- Measurement of translational body forces on occupants of light vehicles subject to land mine detonations.

Army Technology Engineering Agency (ATEA)

- Testing of side facing seats and restraint systems for crash protection of occupants.

Vehicle Manufacturers

- Development testing for air bag trigger sensors.
- Compliance testing to ADR10 for steering column intrusion.
- Compliance testing to ADR69 for occupant protection.

New South Wales Department of Transport (DOT)

- Compliance assessment of three-wheeled vehicle to ADR10 for steering column intrusion.

Child Restraint Manufacturers

- Development and compliance testing of new products to Australian Standards.
- Compliance testing of existing products to revised Australian Standard.

Seat Belt Manufacturers

- Development and compliance testing of products to Australian and overseas (ECE) standards.

Safety Harness (Fall Arrestor) Manufacturer

- Product development and compliance to Australian Standards.

Pedal Cycle Helmet Manufacturer

- Development and assessment of new products.

General projects

Projects under the ARRB National Strategic Research Program with Roads and Traffic Authority involvement:

1. Trailing fidelity performance based standard for multi-combination vehicles.
2. Trial surveys with high-speed retroreflectometer
3. Traffic Sign management review
4. Traffic control for paired intersections
5. Performance of intersections controlled by vehicle actuated signals

APPENDIX B: Road safety publications of the Roads and Traffic Authority in 1994

This appendix contains bibliographic details of monographs, reports, chapters, journal articles, and pamphlets on road safety traffic management, and related topics written by officers of the Roads and Traffic Authority or consultants contracted to the Roads and Traffic Authority published in 1994.

SAFETY UPDATES

Road Environment Safety

- Update no. 6: “Introducing the ‘Safety Update’ ”, February 1994.
- Update no. 7: “Sharing the Main Street”, February 1994.
- Update no. 8: “NLIMITS - an expert advisory system for speed zoning”, March 1994.

Road User Safety

- Update no. 2: “What do we know about drink-driving?”, January 1994.
- Update no. 3: “Confusion over the ‘Keep Left Unless Overtaking’ rule”, April 1994.
- Update no. 4: “The current state of bicycle riding”, June 1994.
- Update no. 5: “Lessons from the stories of fatigue victims”, July 1994.
- Update no. 6: “The facts on older drivers”, September 1994.
- Update no. 7: “People from a non-English speaking background: Do they have special road safety needs?”, December 1994.

Vehicle & Equipment Safety

- Update no. 1: “Bull bars on cars in Australia”, April 1994.
- Update no. 2: “The NSW restraint fitting station network”, May 1994.

PROBLEM DEFINITION AND COUNTERMEASURE SUMMARIES

- Drink-driving January 1994.
- Pedestrians.
- Speeding.
- Bicycles.
- Fatigue.
- Occupant restraint.

PAMPHLETS

- Don't make this your last farewell* (Year 12 Drink Driving Campaign brochure), Central Region, RTA, 1994.
- Environmental impact assessment: RTA role and procedures*, RTA, 1994.
- How to get your NSW riders licence* Revised edition. Rider Training Unit, 1994.

- Kids & Traffic Picture Pack* (kit with 20 large pictures), School Education Section, Road Safety Bureau, November 1994.
- Medical and driving tests*, Driver Licensing Branch, RTA, November 1994.
- Older drivers: advice to family and friends*, Driver Licensing Branch, RTA, August 1994.
- Pedestrian crossing lights*, Sydney Region, RTA, 1994.
- Points and your licence*, Driver Licensing Branch, November 1994.
- Public Breath Testing Devices for Your Patrons*, Road Safety Bureau, 1994.
- Roadside corridors in NSW: a vital public resource - calling for community involvement*, RTA, Environment and Community Impact Branch, 1994.
- Ryde to Botany Bay Cycleway*, RTA, March 1994.
- School bus safety - a message for parents*, Sydney Region, RTA, 1994.
- School bus safety - Infants (years K-2)*, Sydney Region, RTA, 1994.
- School bus safety - Primary (years 3-6)*, Sydney Region, RTA, 1994.
- Spreading the message: don't drink-drive*, RTA, 1994.
- The Sydney Metroroad system: take the easy way - follow the number*, RTA, 1994.
- Use a Breath Tester*, Road Safety Bureau, 1994.
- 20 safety tips for senior road users*, Sydney Region, RTA, 1994.

RESEARCH NOTES AND CONSULTANT REPORTS

- RN 8/94. "Driver education strategy", by Phillipa Milne & Associates for the Road Safety Bureau. March 1994.
- RN 11/94. "New South Wales senior road users: road safety strategy progress report and revised action plan 1994-1995", by Robyn Preece & Elizabeth King. April 1994.
- RN 12/94. "The effects of drugs on driving: a literature review", by J. Michael Henderson. May 1994.
- RN 13/94. "Evaluation of the 1993 rear seat child restraint use campaign in New South Wales amongst three non-English speaking background communities", prepared by Robyn Preece. July 1994.
- RN 14/94. "Child restraint system development in Australia", revised edition of paper presented at the 14th International Technical Conference on Enhanced Safety Vehicles, Munich, May 1994. By Michael Griffiths, Julie Brown & Paul Kelly.
- RN 15/94. "Restraint use attitudes and knowledge prior to and following the 1993 rear seat child restraint use campaign in New South Wales amongst three non-English speaking communities", prepared by Yann, Campbell, Hoare & Wheeler. June 1994.
- RN 16/94 "Seat belt and child restraint usage in New South Wales, November-December 1993", Road Safety Bureau. July 1994.
- RN 18/94 "Driver education and knowledge survey", by CM Research in consultation with Chris Horneman, Road Safety Bureau. October 1994.
- CR 1/94. "The effects of single acute therapeutic doses of dexchlorpheniramine, alone and in combination with alcohol, on human performance in driving-related tests: exploration of the relationships between performance impairment and blood concentrations of dexchlorpheniramine and alcohol", by G. A. Starmer, D. J. Mascord, B. Tattam, J. H. Vine

and T. R. Watson. July 1994.

CR 2/94. "The effects of dexchlorpheniramine/alcohol challenge on the performance of subjects who had received the anti-histamine dexchlorpheniramine subchronically, in tests which examine aspects of driving ability", by G. A. Starmer, D. J. Mascord, B. Tattam, M. Dawson, J. H. Vine and T. R. Watson. July 1994.

CR 3/94. "Assessment of safety features in vehicle advertising, by Dialogue Media Pty Ltd. October 1994.

CR 4/94. "Perceptual countermeasures: a literature review", sponsored by Roads & Traffic Authority and Federal Office of Road Safety, and prepared by B. N. Fildes of Monash University Accident Research Centre and J. R. Jarvis of Australian Road Research Board. November 1994.

CONFERENCE PAPERS

Papers presented at the 14th International Technical Conference on Enhanced Safety of Vehicles, Munich, Germany, May 23-26, 1994

"Assessing steering wheel impacts using a Hybrid III and deformable load sensing face, by Andrew Wasiowych", University of Sydney and (part-time) Road Safety Bureau, Paul Duignan, Road Safety Bureau, & Andrei Lozzi, University of Sydney.

"Australia's New Car Assessment Program", by Michael Griffiths, Road Safety Bureau, RTA, and others.

"Child restraint system development in Australia", by Michael Griffiths, Julie Brown & Paul Kelly, Road Safety Bureau, RTA.

Papers presented at the 17th Australian Road Research Board Conference, Gold Coast, Queensland, 14-19 August 1994

"Observations on the use of Chevron Alignment Markers", Y. S. Bhatnagar, Traffic Technology Branch, RTA.

"The RTA teleworking pilot scheme", by Doug Quail & M. Edwards.

"Speed modification - intelligent signs for the future?", By Graham Brisbane, Wollongong Zone, RTA.

"The travel, safety and environment trade-off - conflict or consonance?", By Harry Camkin, Road Safety Bureau, RTA.

Paper presented at the Road Safety 2000 Review Conference, 18-19 October 1994
(Sponsored by Roads & Traffic Authority)

"Changing road user behaviour: activities, issues and challenges", by David Saffron, Barbara Black, Dallas Fell, David Span, Randal Court, Meredyth-Ann Williams, Elizabeth King & Robyn Preece, Road Safety Bureau, RTA.

"Driver education", by David Saffron, Road Safety Bureau, RTA.

"Driver licensing", by Driver Licensing Branch, RTA.

"Making roads safer", by Peter Croft, Road Safety Bureau, RTA.

"Measuring the success of Road Safety 2000: trends and targets", by Andrew Graham

and Ray Taylor, Road Safety Bureau, RTA.

“Road safety education and training: developments and challenges”, by Linda Owen, Road Safety Bureau, RTA.

“NSW Road Safety Education Program: current issues and future challenges”, by the Road Safety Education Program Issues Paper Team. (Team includes Rosemary Rouse, Lori St John & Ray Taylor from Road Safety Bureau, RTA).

“Vehicle and equipment safety issues: historical overview, specific activities & future challenges”, by M. Griffiths, Road Safety Bureau, RTA.

Paper presented at the OECD Workshop on driver Education and Training, Warsaw, 1994
 “Heavy vehicle competency-based training and assessment”, by Deborah Campbell, Driver Licensing Branch, RTA.

JOURNAL ARTICLES

“Driver response to fog conditions - an intelligent approach”, by G.J.B. Brisbane. Published in Australian Institute of Traffic Planning and Management Newsletter, no. 60, First Quarter, 1994. p.5-9.

“It's time health hijacked the ESD debate (economically sustainable development)”, By Harry Camkin. Published in Better Health Briefing, vol.3 no.2, July 1994. p.13-14.

“Sydney Harbour Bridge electronic toll collection pilot project”, by P. Lardner-Smith. Published in Traffic Technology International '94. Dorking, U.K., UK & International Press, 1994. p.86-89.

OTHER PUBLICATIONS

Road traffic accidents in NSW - 1993; statistical statement: year ended 31 December 1993
 Road Safety Bureau, RTA, June 1994.

“Bull Bar Safety: proceedings of a Workshop held in Sydney, 4 May 1994.” Edited by M. J. Griffiths and C. A. Reilly-Jones, Vehicle & Equipment Safety Branch, Road Safety Bureau. May 1994.

“Window Tinting and Road Safety: proceedings of a Symposium held in Sydney, 10 May 1994.” Edited by M. J. Griffiths and C. A. Reilly-Jones, Vehicle & Equipment Safety Branch, Road Safety Bureau. May 1994.

“Lap Belt Safety: proceedings of a Conference held in Sydney, 7 September 1994.” Edited by M. J. Griffiths and C. A. Reilly-Jones, Vehicle & Equipment Safety Branch, Road Safety Bureau. September 1994.

“Road Safety 2000 Review: A Review Conference, 18-19 October 1994.” Sponsored by Roads & Traffic Authority. October 1994.

The NSW drug-driving strategy Commissioned by the Roads and Traffic Authority's Drug-Driving Task Force, prepared by Phillipa Milne in consultation with the Drug-Driving Task Force. RTA, November 1994.

Safe driving policy: safe vehicles operated safely Sponsored by Roads & Traffic Authority.

October 1994.

Drink-driving: NSW Drink -Drive Prevention Program 1994-95 Road Safety 2000, Road Safety Bureau, 1994.

Driver fatigue: NSW Driver Fatigue Program 1994-95 Road Safety 2000, Road Safety Bureau, 1994.

Occupant protection: NSW Occupant Protection Program 1994-95 Road Safety 2000, Road Safety Bureau, 1994.

Speeding: NSW Speed Management Program 1994-95 Road Safety 2000, Road Safety Bureau, 1994.

Our children, our responsibility: a road safety guide and activities for playgroup coordinators. Developed and produced by the Roads & Traffic Authority. Writer and coordinator: Mary Clemesha, Institute of Early Childhood, Macquarie University. Editor: Jem Maddox, Road Safety Bureau. RTA, 1994.

Our children, our responsibility: a road safety guide for the families and carers of playgroup children. Developed and produced by the Roads & Traffic Authority. Writer and coordinator: Mary Clemesha, Institute of Early childhood, Macquarie University. Editor: Jem Maddox, Road Safety Bureau. RTA, 1994.

Handle with care: a teaching resource for the prevention of brain injury (Personal Development, Health & Physical Education - Years 7-10). Written by Justine Armstrong & Peter Slattery. Edited by Peter Duff & Bronwyn Cole. Sponsored by Roads & Traffic Authority, Motor Accidents Authority, Royal Rehabilitation Centre, Sydney and NRMA. 1994.

Driving with attitude: Personal Development, Health and Physical Education - Years 9-10 (Teaching materials for secondary school students in NSW). Writing: Frances Alexander et.al. Project management: Justine Armstrong. Developed and produced by the Education Unit, Road Safety Bureau, 1994.

Driving with attitude: General Studies - Years 11-12 (Teaching materials for secondary school students in NSW). Writing: Helen Clark. et.al. Project management: Justine Armstrong. Developed and produced by the Education Unit, Road Safety Bureau, 1994.

Driving with attitude: Personal Development, Health and Physical Education - Years 11-12 (Teaching materials for secondary school students in NSW). Writing: Kim Ashcroft et.al. Project management: Justine Armstrong. Developed and produced by the Education Unit, Road Safety Bureau, 1994.

Mission Possible Teacher Resource Booklet by Bronwyn Cole. Sponsored by Road Safety Bureau. July 1994.

Go Back You Are Going the Wrong Way: a pre-driver/driver education resource for Years 10-12. Developed by the NSW Roads and Traffic Authority in conjunction with the Federal Office of Road Safety. Writing Christine Rheinberger. Project management: Justine Armstrong. Produced by Education Unit, Road Safety Bureau, 1994.

Go Back You Are Going the Wrong Way: a pre-driver/driver education resource for young people aged 14-17. Developed by the NSW Roads and Traffic Authority in conjunction with the Federal Office of Road Safety. Writing: Christine Rheinberger. Project management :

Justine Armstrong. Produced by Education Unit, Road Safety Bureau, 1994.

A Pathway to safer cycling (Loose-leaf binder with video-cassette). Sponsored by The Association of Independent Schools & Catholic Education Commission NSW. Distributed by the Road Safety Bureau Education Unit, RTA, July 1994.

RTA Kids and Traffic Road Safety Festival held at Darling Harbour, Sydney, 5-12 January 1994. Final report, prepared for the Roads and Traffic Authority by Roslyn Bentley, Michelle de Keizer and Jennifer McLeod, 1994.

Coach route road safety audits: a summary of the 1992 audits and resulting works Report prepared by Philip Angus, Road Environment Safety Branch, Road Safety Bureau, April 1994.

Dynamic testing of bus seat padding, by Sophia Stavropoulos. Vehicle & Equipment Safety, Road Safety Bureau, August 1994.

Children in car crashes: an in-depth study of car crashes in which child occupants were injured, by Michael Henderson. Sponsored by the Motor Accidents Authority NSW. Data collection team: Julie Brown, RTA, with Sophia Stavropoulos, Andrew Mathews, Jason Middleweek & Andrew Skidmore, all on contract to the RTA Road Safety Bureau. Published by Child Accident Prevention Foundation of Australia (KIDSAFE) New South Wales Division, June 1994.

Comparison between context of the draft curriculum for Novice Class 1A driver training edition 2 and licensing products prepared by Liz DeRome & Associates in consultation with Chris Hornmen, Driver Education Section, Road Safety Bureau. September 1994.

Crash test report, volume 1, number 2, April 1994. Sponsored by NRMA, RTA et.al. Published by New Car Assessment Program (NCAP) April 1994.

Crash test report: technical summary volume 1, number 3, November 1994. Sponsored by RACV, NRMA, RTA et.al. Published by New Car Assessment Program (NCAP) November 1994.

Buyer's guide to vehicle crash tests Sponsored by RACV, NRMA, RTA et.al. Published by New Car Assessment Program (NCAP) November 1994.

Driver protection ratings: how does your car rate in a crash? Sponsored by VIC ROADS, RACV, RTA & NRMA. November 1994.

National Road Safety Education Conference 1991, hosted and coordinated by the Roads and Traffic Authority NSW. Proceedings RTA, 1994.

New South Wales road safety campaigns July 1994 June 1995: your information and action planner. Sponsored by Roads & Traffic Authority and New South Wales Police Service, . Road Safety 2000, Road Safety Bureau, 1994.

Road use in New South Wales 1993 Prepared by the Systems Performance Section, Transport & Network Development Branch, RTA. Compiled and produced by The Technical Systems Branch RTA. Published by RTA, 1994.

New South Wales vehicle registration statistics 1993 Prepared by Registration Research Section, Vehicle Registration Branch, Roads & Traffic Authority. Published by RTA, 1994.

Moving NSW forward: directions for 1994-95 and beyond Prepared by Corporate Strategy Branch, Roads & Traffic Authority. RTA, November 1994.

Unauthorised diving in New South Wales Prepared by R. F. Soames Job, Vivian S. H. Lee & Tasha Prabhakar, Department of Psychology, University of Sydney. (Driver Licensing Report DLR 1). Licensing Policy Development, Driver Licensing Branch, February 1994.

Stepping Towards 2000, Sydney, 14 November 1994: Conference notes. Roads & Traffic Authority, Sydney Region, Blacktown, November 1994.

Land use traffic generation: data and analysis 26 - Plant nurseries Prepared by Project Planning Assoc. & Colston Budd Hunt & Twiney Pty Ltd for Roads & Traffic Authority. RTA, June 1994.

Land use traffic generation: data and analysis 27 - Business parks Prepared by Project Planning Assoc. & Colston Budd Hunt & Twiney Pty Ltd for Roads & Traffic Authority. RTA, June 1994.

Land use traffic generation: data and analysis 28 - Private hospitals Prepared by Arup Transportation for Roads & Traffic Authority. RTA, June 1994.

Local council safety campaigns, Sydney Region: progress overview RTA Sydney Region, Blacktown, December 1994.

A Guide to DART: the Driving Ability Road Test (Revised edition). A Driver Licensing publication, RTA. RTA, June 1994.

Road users' handbook (revised). January 1994.

Road users' handbook (revised). June 1994.

Road users' handbook (Arabic language). 1994.

Road users' handbook (Croatian language). 1994.

Road users' handbook (Greek language). 1994.

Road users' handbook (Korean language). 1994.

Road users' handbook (Serbian language). 1994. (Other foreign language handbooks were issued in 1993).

Older drivers' handbook March 1994.

Older drivers' handbook (revised). September 1994.

APPENDIX C: Standards, codes of practice, and guidelines on traffic management or road safety issued by the Roads and Traffic Authority in 1994

This appendix contains details of standards, codes of practice, and guidelines on traffic management or road safety issued by the Roads and Traffic Authority and associated organizations during 1994.

Land use traffic generation

Land use traffic generation: data and analysis 26 - Plant nurseries Prepared by Project Planning Assoc. & Colston Budd Hunt & Twiney Pty Ltd for Roads & Traffic Authority. June 1994.

Land use traffic generation: data and analysis 27 - Business parks Prepared by Project Planning Assoc. & Colston Budd Hunt & Twiney Pty Ltd for Roads & Traffic Authority. June 1994.

Land use traffic generation: data and analysis 28 - Private hospitals Prepared by Arup Transportation for Roads & Traffic Authority. RTA, October 1994.

Vehicles standards information for vehicle owners & operators in New South Wales . (Issued by Vehicle Standards. Vehicle Registration Branch. Roads & Traffic Authority)

- No. 6: *Guidelines for light vehicle modifications* April 1994.
- No. 7: *Australian Design Rules* July 1994. (Revision 1).
- No. 9. *Guidelines for alternative wheels and tyres* October 1994. (First revision).
- No. 11. *Requirements for the movement of buildings* March 1994.

Code of practice for light vehicle modifications Issued by Vehicle Standards Section, Vehicle Registration Branch, RTA, 1994.

Australian Design Rules for Motor Vehicles & Trailers

(Published by the Federal Office of Road Safety of the Department of Transport, Australia)

- ADR 4/01: Seat belts. April 1994.
- ADR 68/00: Occupant protection in buses. April 1994.
- ADR 38/01: Trailer brake systems. October 1994.
- ADR 61/02: Vehicle marking. October 1994.
- ADR 34/01: Child restraint anchorages and child restraint anchor fittings. October 1994.
- ADR 63/00: Trailers designed for use in road trains. October 1994.
- ADR 4/02: Seat belts. December 1994.
- ADR 5/03: Anchorages for seat belts. December 1994.
- ADR 22/00: Head restraints. December 1994.

ADR 29/00: Side door strength. December 1994.

ADR 60/00: Centre high-mounted stop lamp. December 1994.

APPENDIX D: Seminars and major speeches on road safety topics involving by officers of the Roads and Traffic Authority in 1994

This appendix lists details of seminars and major speeches and presentations delivered by officers of the Roads and Traffic Authority in 1994 which covered road safety topics.

Road Safety Bureau

The Road Safety Bureau was a corporate area responsible for road safety activities of the Roads and Traffic Authority. The Road Safety Bureau is now defunct, and has been replaced by the Road Safety and Traffic Management Directorate.

Introduction to issues in road safety.

AUDIENCE: Road Safety Induction Courses. Four were run in 1994. The Induction Course is for people whose job has accountability for road safety. It includes Roads and Traffic Authority staff, road safety officers in local councils and others.

PURPOSE: Introduction to road safety for people new to the area.

Road safety issues

AUDIENCE: Traffic Patrol Services Course, Police Academy Goulburn. Four were run in 1994.

PURPOSE: Police Training.

Road safety issues

AUDIENCE: Traffic Safety Course, University of New South Wales.

PURPOSE: Training.

Safe driving in the workplace

AUDIENCE: OH&S group Pacific Power.

PURPOSE: Promotion of the need to develop safe driving policy.

Child pedestrian safety

AUDIENCE: Road safety consultants in schools.

PURPOSE: Education re issues concerning child pedestrian safety.

Safe driving policy

AUDIENCE: Fleet Managers' Conference, Futuresafe Conference (OH&S), Balmain OH&S Group.

PURPOSE: Promotion of the need to develop safe driving policy.

Stepping Towards 2000 Pedestrian Safety Conference

AUDIENCE: Attendees at the Stepping Towards 2000 (Sydney Region's 1994 Pedestrian Safety Conference).

PURPOSE: Raising awareness of pedestrian safety issues.

Older pedestrian safety

AUDIENCE: Road Safety Officers in the Sydney Region.

PURPOSE: To raise awareness of the nature and trends of road safety trauma in the older pedestrian area, to help guide the development of local activities.

Older drivers

AUDIENCE: Road Safety Forum.

PURPOSE: To explain the current status and trends of older drivers' involvement in road trauma, and discuss the issues related to the ageing process which can affect driving.

Older road users

AUDIENCE: New South Wales Network for the prevention of unintentional injury among older people.

PURPOSE: Raising awareness of the extent and issues related to older driver and pedestrian safety.

Impact of random breath testing in New South Wales

AUDIENCE: Road Safety research and enforcement conference

PURPOSE: Presentation of results from a comprehensive study of the long-term impact of the random breath testing program in New South Wales.

Bicycle helmet legislation and the current trend, post-legislation, regarding helmet wearing rates and bicyclist injuries.

AUDIENCE: Representatives from Kidsafe and the Roads and Traffic Authority.

PURPOSE: Provide information as a basis for the direction of the June campaign. Presented April, 1994.

The role of women in road safety

AUDIENCE: Female employees of the Roads and Traffic Authority attending the Roads and Traffic Authority's Women's Conference.

PURPOSE: To present and discuss the incidence of females in road safety trauma. Presented June, 1994.

The current status of pedal cyclist casualty and factors associated with this trauma .

AUDIENCE: Members of local government, bicycle users groups, Roads and Traffic Authority, Police and Department of Transport.

PURPOSE: To provide an overview of bicyclist trauma in New South Wales and indicate the past and current Roads and Traffic Authority initiatives for pedal cyclists. Presented May , 1994.

Safe vehicle selection

AUDIENCE: Fleet and OH&S managers.

PURPOSE: To educate and encourage fleet & OH&S managers on the advantages of ensuring that their vehicle fleet adopts safe vehicle selection practices.

Bull bar workshop

AUDIENCE: Relevant stakeholders.

PURPOSE: To facilitate discussion on the use of bull bars and to raise concerns over their road safety benefits.

Lap belts

AUDIENCE: Relevant stakeholders.

PURPOSE: To inform the road safety community and general community of the pitfalls of the use of lap belts.

Window tinting workshop

AUDIENCE: Relevant stakeholders.

PURPOSE: To facilitate discussion on the use of window tinting and to raise concerns over their road safety benefits.

New car assessment

AUDIENCE: International Vehicle Safety Researchers /ESV Conference - Munich.

PURPOSE: To present the results of Australian NCAP and its future directions.

New South Wales Vehicle Safety Strategies

AUDIENCE: International Vehicle Safety Researchers /AAAM IROCBI.

PURPOSE: Invited presentation on the direction of the NSW vehicle safety program

Heavy vehicle competency-based training and assessment

AUDIENCE: OECD Workshop on driver education and training.

PURPOSE: International information exchange.

Western Region

Numerous talks were given. The major ones are listed below.

Road accidents.

AUDIENCE: Parkes Injury Prevention Workshop.

PURPOSE: Encourage initiatives in road safety.

Apex/Roads and Traffic Authority joint school bus safety project.

AUDIENCE: Apex State Conference.

PURPOSE: Report on progress.

Survey of rural attitudes to road safety and the development of behavioural programs.

AUDIENCE: National Road Trauma Advisory Council's Rural Road Safety Seminar.

PURPOSE: Sharing of information.

Road safety issues in the west.

AUDIENCE: Consultative Committee of Western Region Councils.

PURPOSE: Sharing of information.

Northern Region

Bicycle safety.

AUDIENCE: District Bicycle Symposium.

PURPOSE: Provide information.

Southern Region

Community road safety groups in the Southern Region.

AUDIENCE: Road Safety Advisory Council, Goulburn.

PURPOSE: Provide information.

Safe kids in cabs.

AUDIENCE: Occupant protection task force, Sydney.

PURPOSE: Provide information.

Community Road Safety Groups in Southern Region.

AUDIENCE: Local government and road safety, Queanbeyan.

PURPOSE: Provide information.

Community Road Safety Groups in Southern Region

AUDIENCE: Local government and road safety, Narrandera

PURPOSE: Provide information.

International perspective's in community road safety initiatives.

AUDIENCE: Community Road Safety Conference, Sydney.

PURPOSE: Provide information.

Community road safety - what works?

AUDIENCE: Community Road Safety Conference, Sydney.

PURPOSE: Provide information.

International perspective's in community road safety initiatives.

AUDIENCE: Community Road Safety Conference, Sydney.

PURPOSE: Provide information.

The Shellharbour child restraint research project update.

AUDIENCE: Occupant Protection Task Force.

PURPOSE: Provide information.

Sydney Region

"Stepping Towards 2000: Pedestrian Safety Conference", various topics

AUDIENCE: Local government and other interested stakeholders at "Stepping Towards 2000: Pedestrian Safety Conference".

PURPOSE: Stimulate discussion and interest in conjunction with pedestrian campaigns.

Line Marking to replace parking signposting trial.

AUDIENCE: Roadmarking Industry Association of Australia conference, "The Road to 2000".

Purpose: Share information.

APPENDIX E: Road safety community awareness activities by the Roads and Traffic Authority in 1994

State-wide - All Regions - Sydney Region - Southern Region - Northern Region - Western Region

This Appendix provides a general summary of road safety community awareness activities undertaken by officers employed by the Roads and Traffic Authority, or consultants contracted to the Roads and Traffic Authority, during 1994, including policy and campaign launches, speaking engagements, etc.. These campaigns were largely focused on the holiday periods and were co-ordinated with police enforcement operations. Each entailed media launches, public relations and community education materials and activities.

State-wide

Speed campaign

In order to shift public attitude in support of speed management for road safety, the Transport Accident Commission's "6 O'clock News" television commercial was used to compliment the Roads and Traffic Authority's "Courthouse" television commercial in August and over the June and October holiday weekends. Also, a new high emotional impact television commercial was produced following pitches by four advertising agencies. The "Mum" ad was used in the recent Dec/Jan Campaign along with "Courthouse" cinema advertising, radio advertising and pre-recorded media backgrounders, outdoor and media advocacy activities.

Drink drive campaign

A new high emotional impact television commercial, "Answering Machine" was produced for the December drink drive campaign to compliment "Consequences" and attempt to jolt people out of complacency about the dangers of drink driving. Radio, cinema, sky channel, superbuses and a special targeted 2KY (racing) radio advertising were used. Convenience advertising was used as well in 150 locations in hotels, clubs and night clubs.

A variety of community-based drink drive initiatives were also mounted during the December campaign, emphasising self-testing, designated driver, responsible service and community planned police enforcement.

Driver fatigue campaign

The Transport Accident Commission's "Nightshift" television commercial was purchased for use over holiday periods and during driver fatigue campaigns. New radio advertisements

(based on new knowledge about driver fatigue) drawing attention to the dangers of fatigue even on short trips, post shift work driving and driving during hours when one is normally asleep are being developed. During June/July (ski season) the Roads and Traffic Authority's Southern Region conducted joint "Snow Safety" initiatives with police, tourism and other government and community agencies. Community-based Driver Reviver Stops were supported by the Roads and Traffic Authority with community information and signage.

Occupant protection campaign

The prime target audience for the October Occupant Safety Campaign was rural male drivers. Radio was the main medium used for mass communication messages. A country-based consultant, and a public relations agency was also used to generate local media stories and community activities.

A secondary focus was children of non-English speaking backgrounds (NESB). A specialist non-English speaking background communications agency was used to mount a media (SBS and community radio) and community campaign targeting Chinese, Vietnamese, Arabic, Italian and Spanish audiences. Also "Seat belts without Tears", a behaviour management video resource, was remade in Spanish, Arabic, Vietnamese and Chinese versions and screened at the Festival of Nations at Darling Harbour in November. All "Seat belts without Tears" resources have been made available to all public libraries in New South Wales for loan, as well as through pre-schools and long daycare centres.

The New Car Assessment Program (NCAP) findings have been made available to the public, resulting in increased consumer awareness and demand for safety features in cars. A media analysis has found safety design features becoming topical in motoring stories and advertisements.

All Regions

In all regions the Regional Road Safety and Community Relations Units work together on other opportunities to promote road safety which include displays at numerous local agricultural shows, Drink Safe nights and other promotional opportunities as they arise, for example during Bike Week and Senior Citizens Week.

Sydney Region

Pedestrian safety campaign

Sydney radio station 2UE proposed a campaign which focused on school children during pick-up and drop-off times. Radio advertisements, "No Rhyme or Reason" were aired on all major radio stations on the lead up to 9:00am and 3:00pm, plus after 3:00 pm when children are about reminding drivers that "there is no rhyme or reason why children forget about road

safety". This ran throughout terms 3 & 4. The "No Rhyme or Reason" was amended to advise of new flashing lights on school buses and is being used as an element of the school bus safety campaign February-August 1995. An intensive pedestrian safety campaign was conducted in November 1994 using "Chalk Figures" imagery in television commercials and outdoor posters and radio ads targeting both drivers and pedestrians.

Red light running campaign

A Red light running campaign was conducted in the Sydney metropolitan area in July 1994 featuring "Run the Red, Run the Risk" television, radio and outdoor materials.

Community awareness campaigns: alcohol-related

1. Community-based drink drive programs developed with health sector. Most programs targeted drink driving issues for young people. Campaigns covered the greater Sydney area.
2. Drink Walk Campaign delivered in Kings Cross/Surry Hills area. Campaign theme of "Don't Get Smashed Twice in One Night" encouraged drinkers to pre-plan outings and look out for their friends if they have had too much to drink. Multi-faceted approach including community-based promotional activities at street level. Organised by Roads and Traffic Authority staff with support from police, councils, health, and the Australian Hotels Association. Launched by regional director.
3. Special program developed for Year 12 students to discourage drink drive at Year 12 celebrations (traditional "muck up" night). Organised by Roads and Traffic Authority staff with cooperation from education sectors.
4. Ongoing rotating message signage program targeting young drivers with .02 messages. Placed in areas that have high young driver casualty figures.
5. Support to local district police programs (e.g., Operation Eagle) with promotional materials and signage placed to increase enforcement profiles. Four district programs in place in 94/95 year. Roads and Traffic Authority staff involved in local police "think tanks" to develop innovative localised drink drive programs for each district.
6. Ongoing banner message program "Drink Driving. It's Not Bad Luck. It's a Crime". 20 banners placed on Sydney region overbridges to support State-wide campaigns. Organised by Roads and Traffic Authority staff.

Southern Region

Remove All Intoxicated Drivers (RAID)

This campaign has involved police enforcement operations which have crossed the borders between New South Wales, and the Australian Capital Territory and Victoria. Enforcement

is complemented by advertising including television.

Snowsaf

This is an awareness and police enforcement campaign aimed at reducing crashes on roads leading to and from New South Wales snow fields. It includes publicity through radio, regional television and the print media.

Northern Region

No details were available for community awareness activities in the Northern Region.

Western Region**Operation Mateship**

This drink-drive initiative was launched in June 1994 in a pilot program at Bathurst. It has three components: Designated Driver, Drink Safe (also known by police as Operation En-Lite-En) and the promotion of breath testing machines. It is supported by posters, television advertising, T-shirts and football sponsorship.

APPENDIX F: Road safety research projects of the Department of Transport in 1994

This appendix contains the terms of reference and briefs for research projects commissioned by the Department of Transport that involve road safety issues:

An inquiry to examine and report on options for improving/modifying the behaviour of school students on buses

TERMS OF REFERENCE: An independent inquiry is to be established to examine and report on options for improving road safety by modifying the behaviour, of school students travelling on buses; and to recommend a strategy for implementation of preferred options. In conducting the inquiry the inquirer will consult with the relevant stakeholders including: Department of Transport; Department of School Education; Catholic Education Commission; Association of Independent Schools; Federation of Parents and Citizens Associations; Federation of Catholic Parents and Friends Associations; NSW Parents Council; Isolated Children's Parents' Association (NSW); State Transit Authority; Bus and Coach Association (NSW); Public Transport Union; Transport Workers Union. A report is to be available by 1 December 1994.

ACTION OFFICER: Mr Max Fotheringham, Manager School Student Travel

BACKGROUND: In February of this year, the Minister for Transport asked the Department of Transport to review the Code Of Conduct guidelines concerning discipline of students on school buses in consultation with the NSW Bus and Coach Association, school representatives and the various parent groups. An agreed Code of Conduct has been developed. The Code of Conduct will be prominently displayed on application forms for free travel by bus under the terms of the School Student Transport Scheme. Following the recent tragic deaths of two small school children, who were apparently trapped in the rear door of a moving bus, an independent inquiry into bus door safety was held. One of the recommendations in the report by independent consultant Dr Michael Henderson, is that an independent inquiry be formally established to examine and report upon measures to increase safety by improving the behaviour of passengers in school buses. The Department considers the investigation will build on the work already undertaken by the Department, school representatives and parent groups in developing a Code of Conduct for school students travelling on buses.

STATUS: No details given.

RESOURCES: No cost details given.

Bus door safety enquiry

TERMS OF REFERENCE: The development of mechanisms to prevent children being entrapped in bus doors.

BACKGROUND: The problem is that there is no confidence that present mechanisms are

effective in preventing a bus from starting when a child is trapped in the rear door. While the chances of such accidents occurring are remote, the Bus and Coach Safety Standing Committee recognises that the prevention of further accidents is of the utmost priority. Accordingly, the Committee requires advice from an independent inquiry to urgently evaluate the range of options which can act as countermeasures to the safety problem. Such countermeasures might be mechanical and/or behavioural. Pending the results of the inquiry, the Director-General has determined that rear doors will not be used on any buses which have school children on board. Recognising the need for continuing efficient public transport services, the first task of the inquiry is to advise as to whether there are any suitable countermeasures which would allow buses to safely recommence the use of back doors. The second stage will be to review other recommended countermeasures arising from STAYSAFE's present study of school bus safety, and from the Department of Transport's current evaluation of bus door safety systems.

ACTION OFFICERS: Department of Transport: Mr John Stott and Ms Pamela Sayers; Roads and Traffic Authority: Mr Frank Howarth

STATUS: No details given

RESOURCES: No cost details given. Technical support from Roads and Traffic Authority.

Seat belts on school buses

TERMS OF REFERENCE: To examine in depth the question of whether seat belts should be fitted to school buses.

BACKGROUND: Aspects to be considered include:

- the extent of risks to school students in school bus travel; giving consideration to the other risks of travelling and school life;
- key solutions to the risks of school bus travel;
- the effectiveness of the compulsory installation of seat belts in school buses as a potential solution to the risks of school bus travel;
- alternative methods of addressing school bus safety;
- if compulsory seat belts on school buses were to be recommended, how could the following issues be addressed:
 - the fitting and retrofitting of seat belts in school buses; including the technical capacity to fit and retrofit seat belts on school buses. This answer should provide full information to those who may wish to fit and retrofit seat belts on buses;
 - the likely usage of seat belts if fitted;
 - the responsibility for ensuring usage of seat belts if fitted;
 - the effect on current three-for-two and standing passengers policies;
 - the treatment of school students in mixed loads on regular route buses; and
- the full initial and ongoing costs to bus operators and the community if seat belts are made compulsory for school buses.

The study requires the following methodology

- examination of existing research in Australia on the issue of seat belts on school buses;
- investigate raw data if current information is inadequate;

- examination of existing overseas research on seat belts on school buses;
- consideration of the arguments for and against seat belts on school buses;
- investigation of overseas and Australian experience in these matters;
- consultation with the relevant industry and union associations, government authorities and interested community organisations; and
- development of conclusion and recommendations.

The outcome of the consultancy should be a report setting out the findings of current research and the Australian and overseas experience, the views of the relevant bodies consulted, the relative merit of the arguments for and against (including full cost implications), and the reasoning and justification behind the consultant's conclusion and recommendations. The paper should be written for distribution to the Minister for Transport, Bus and Coach Safety Standing Committee members, and for release to the general public. The conclusion and recommendations must be such as to enable the Bus and Coach Safety Committee and the Minister for Transport to make an informed and public decision on the desirability and effectiveness or otherwise of whether seat belts should be fitted to school buses, and to take action on this issue, as required. The Report must be completed and forwarded to the NSW Minister for Transport by the end of 1993.

ACTION OFFICERS: No details given

STATUS: No details given

RESOURCES: No details given

Taxi driver safety project

TERMS OF REFERENCE: The purpose of the project is to investigate and identify options for enhancing the safety of taxi drivers in their workplaces. The project output will help to provide directions in developing preventive measures to counteract the problems identified.

BACKGROUND: Taxi drivers provide an essential public transport function. However because of their isolation when working, they are sometimes vulnerable to assault from their passengers and others. The exact extent of risks to taxi drivers has been difficult to establish due to lack of statistics. A number of safety measures have been introduced to improve the level of protection that taxi drivers can receive in their workplaces. However, there are increasing concerns among drivers about the potential risks, and these have led to calls for more protective measures in the form of safety devices installed in taxis and training programs for drivers. The consultant appointed to this project will be required to address and report on the following:

1. The nature and extent of violent attacks or threats of violence to taxi drivers.
2. Investigation and assessment of interstate and overseas experience in approaching taxi driver safety issues.
3. Development and conduct of a survey to gather actual and attitudinal data from drivers on taxi driver safety issues.
4. The establishment of a data base on reported assaults to enable analysis of the nature and extent of problems and, establishing priorities for action.
5. Options for improving driver safety, including costs and benefits.
6. Formulation of an action plan for the preferred option(s).

7. Potential for measures to achieve changes in community attitudes to taxi driver safety. The consultant will be expected to consult with representatives of all stakeholder groups in carrying out the above tasks. The consultant will provide progress reports and a final report containing findings, conclusions, recommendations and implementation plans. A final report and an executive summary will be required at the completion of the Project.

ACTION OFFICERS: No details given

STATUS: No details given

RESOURCES: No details given

Bus driver safety project

TERMS OF REFERENCE: The purpose of the project is to conduct in-depth interviews of selected bus drivers who have previously been subjected to attacks as well as to identify measures which could enhance the safety of bus drivers in their workplaces.

BACKGROUND: The Department of Transport established a Bus Driver Safety Committee, comprising representatives from the Bus and Coach Association, Police, WorkCover, Public Transport Union, Transport Workers Union, Roads and Traffic Authority and State Transit Authority to investigate the incidence and nature of attacks on bus drivers and to provide options to minimise or prevent such attacks. Statistical information on this matter has already been collected and analysed by the Department. However, the Bus Driver Safety Committee has decided that further qualitative research is necessary. In this respect, specific information is sought on the main characteristics of offenders as well as recommendations on appropriate measures to minimise the probability of future attacks. The consultant appointed to this project will be required to address and report on the following:

- development and conduct of an in-depth survey to gather actual and attitudinal data from bus drivers who have been subjected to attacks; and
- identification of the main characteristics of offenders and nature of attacks.

The consultant will be expected to consult with representatives of the Transport Workers Union, Public Transport Union, State Transit Authority, Bus and Coach Association and WorkCover regarding the nomination of persons to be interviewed. The consultant will provide progress reports and a final report containing findings and conclusions. A final report and an executive summary will be required at the completion of the project.

ACTION OFFICER: Mr Mark Brimfield, Department of Transport

STATUS: No details given

RESOURCES: No details given