



Transport for NSW

Responses to post-hearing questions

Joint Standing Committee on Road Safety

**Inquiry into Speed Limits and Road Safety in
Regional NSW**

Hearing Date – Thursday 8 September 2022

QUESTIONS ON NOTICE**QUESTION 1**

Mr CARLON: Yes and look, I think Reverend Nile, the—it is a really critical aspect of our recognition that regional communities are significantly impacted by road trauma and 70 per cent of those fatalities that are happening on our regional roads are local people. Mostly within the LGA that they actually reside, those crashes are happening. We need to address the deficit that we actually already—we do know we have, which is that in the regions, five star cars, there's 10 per cent less five star cars compared to the metropolitan area. When we are talking automatic emergency braking, it is 16 per cent of our vehicles in metro area and only 10 per cent in country. When we are talking things like blind spot warning, it is 13.6 in metro and only eight per cent in country. The road network in the region when we look at our star ratings, safety rating of the road network in the region, is significantly lower star rating because of the higher speeds and the enormity of the network out in the region as well.

The CHAIR: Do you know what that is? What the rating is?

Mr CARLON: Yes, we can actually provide that on notice, if you would like. The star ratings but look, it is—we know that the enforcement regimes in the regional areas are less. The distribution of police is thinner in the regions than it is in the metro but just because of a geographic spread. So these—this is why the Remote Safety Action Plan launched by the government in April this year has a really significant focus on investments and projects and programs, initiatives, that will improve that—those deficiencies that we have in our regional areas. Certainly around 70 per cent of the funding that goes to the Safer Roads Program actually goes into upgrading the safety features of the regional road network.

ANSWER:

Approximately 17,000 kilometres of the NSW State managed road network is STAR rated using the Australian Road Assessment Program (AusRAP) methodology.

Approximately 15,500 kilometres of the NSW rural and regional road network has been assessed and star rated, with 95 per cent rated three stars or below. This is consistent with the star ratings on the NSW metropolitan road network.

All AusRAP star ratings are currently being updated and improved with new survey data as well as implementing improved analysis and error checking.

QUESTION 2.

Thank you, Chair and just I suppose one question in regard to—let us focus on the Barrier Highway, for example. It is something I would be more than happy for you to take on notice. Is there a willingness or capacity for Transport for New South Wales or the Centre for Road Safety to actually providing some costings for what it would cost to provide an upgrade that would allow an augmentation speed limit but without increasing the risk to road users?

Mr CARLON: I think certainly I would take it on notice and that essentially would be a matter for our regional division. We would be happy to work closely with them but we will take it on notice and get back to the Committee.

ANSWER:

The speed zone on the Barrier Highway is currently 110 km/h, which is consistent with regional highways in Western NSW.

Transport for NSW has not undertaken any work related to increasing the speed limit as the Speed Zoning Guidelines do not currently permit speed limits in NSW to be in excess of 110 km/h.

QUESTION 3.

The CHAIR: Yes and look, more the attitudes? How does Transport find the attitudes between your metro—people who live in metropolitan areas versus those that live in the rural and regional areas? Is there a difference there? Do you see a difference to their attitudes?

Mr CARLON: No, not that I have got any research or evidence here. I could go back and on notice, provide you with our survey information about how people respond to speeding.

The CHAIR: Yes, you just get an idea of how city people view it versus the attitudes of the rural and country cousins.

ANSWER:

Based on attitudinal research commissioned by Transport for NSW, metropolitan and non-metropolitan drivers do not differ greatly.

Further information is available via the 2026 Road Safety Action Plan: Community Attitude on the Centre for Road Safety website.