

<p style="text-align: center;">Submission</p> <p style="text-align: center;">No 3</p>

**INQUIRY INTO FOLLOW UP OF AUDITOR-GENERAL'S
PERFORMANCE AUDIT REPORTS OCTOBER 2009 TO
SEPTEMBER 2010**

Organisation: Roads and Traffic Authority
Name: Ms Ann King
Position: Acting Chief Executive
Telephone: 132213
Date Received: 1/08/2011

Theme:

Summary



CE11/2589

Mr Jonathan O'Dea MP
Chair
Public Accounts Committee
Parliament House
Macquarie Street
SYDNEY NSW 2000

Dear Mr O'Dea

Thank you for your letter requesting a submission to the Public Accounts Committee outlining the Roads and Traffic Authority's (RTA) response to the Auditor-General's report *Improving Road Safety: School Zones*.

I am pleased to attach for the Committee's consideration a submission outlining the RTA's response to the Auditor-General's report to improve safety around schools.

For more information, please contact Ms Margaret Prendergast, General Manager, Business Strategy and Strategic Projects, Centre for Road Safety on (02) 8588 5890.

Yours sincerely

A handwritten signature in blue ink that reads 'Ann King'.

Ann King 281711
Acting Chief Executive

cc: Minister for Roads and Ports

PERFORMANCE AUDIT – Improving Road Safety: School Zones

RECOMMENDATIONS		ACCEPTED OR REJECTED	ACTIONS TO BE TAKEN	DUE DATE	STATUS (completed, on track, delayed) AND COMMENT	RESPONSIBILITY
1	The RTA should retain existing school zone facilities.	Accepted	The RTA will retain existing school zone facilities noting that adjustments will be made in line with current criteria and changes to educational institutions (e.g. a school is closed or the school access points are repositioned).	-	Completed. (Note that following the release of the Auditor-General's report on speed cameras, 8 of the total 44 school zone camera locations were identified as not providing road safety gains and were deactivated on 27 July 2011. The RTA will investigate alternative safety treatments at these locations.)	Centre for Road Safety
2	To improve awareness, the RTA should:					
	<ul style="list-style-type: none"> ▪ ensure that school road safety programs encourage safe behaviour on roads 	Accepted	Ongoing effort. Part of normal ongoing RTA road safety education program development in NSW schools.	-	Completed. The RTA delivers a comprehensive road safety program in NSW schools. The RTA in partnership with the three educational sectors (Government, Independent and Catholic) remains committed to the delivery of quality road safety educational programs in NSW schools.	Centre for Road Safety
	<ul style="list-style-type: none"> ▪ improve the visibility of school zones by increasing use of flashing lights 	Accepted	Implement the Government's \$13 million commitment to continue installing lights in school zones over four years, which will see the number	End June, 2015	On track. 689 school zones across NSW, covering 826 schools, had flashing lights installed by the end of June 2011. This is more than a quarter	Centre for Road Safety and Engineering Technology

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			of schools with lights almost double to cover around 50% of the state's schools by 2015.		of the 3154 schools in NSW.	
	<ul style="list-style-type: none"> make school zone locations available to GPS users 	Accepted	<p>RTA to complete the mapping of the remaining NSW road network speed zones.</p> <p>Explore dissemination of GPS information upon completion of the collection of all road network (including all school zone) location data.</p>	-	On track. The development of the speed zone mapping system using a spatial GPS system has enabled a more precise analysis based on the GPS location of actual school zone signage (which denotes the exact start/finish of school zones). This system was developed in 2007 and data collection is now 100% complete, including all state roads. The RTA is currently validating the accuracy of the data collected. This is scheduled to be completed by the end of 2011. Following the completion of the validation process, the RTA plans to distribute the speed zone maps widely and ensure a robust update system is in place.	Centre for Road Safety
	<ul style="list-style-type: none"> ensure that all school zone signs are correctly installed, of appropriate visibility and in serviceable condition 	Accepted	<p>Progressive update of existing 40km/h signage to new fluorescent, high visibility signage.</p> <p>Supplemented by:</p>	-	On track. The RTA is progressively replacing old, faded, damaged or missing school zone signs with new high visibility fluorescent signage. As at end June 2011, there were over 6500 new fluoro signs installed, representing over a quarter of the state's school zones signs.	Centre for Road Safety Centre for

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		<ul style="list-style-type: none"> Rollout of Dragon's teeth to all school zones by December 2010 in accordance with RTA guidelines. <p>Continue to utilise the RTA's current system of requesting schools to advise the RTA of any obscured, damaged or faded 40km/h school zone signs, patches and dragon's teeth</p> <p>The RTA conducted a major audit of school zone signage and facilities in 2008 and is progressively addressing issues raised in these audits.</p>		<p>Completed. The visibility of school zones are being improved across NSW. The RTA installed dragon's teeth pavement markings at all schools in accordance with RTA guidelines by the end of December 2010.</p> <p>On track. As part of its Safety Around Schools Program, the RTA developed a booklet titled "A Guide To Addressing Road Safety Issues Around Schools" which is sent annually to every school principal in the state. Page 17 of this booklet requests principals to advise the RTA of any obscured, damaged or faded 40km/h school zone signs, patches and dragon's teeth and page 4 of the booklet provides them with a blank "Reporting Form For Addressing Road Safety Issues Around Schools" with which to advise the RTA.</p> <p>On track. School zone sign maintenance responsibility is one area that is to be clarified in a new sign maintenance strategy. The draft document has recently been released to internal RTA stakeholders for comment. Currently on State Roads in the Sydney Region, there is a sign</p>	<p>Road Safety</p> <p>Centre for Road Safety</p> <p>Network Services</p>

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					<p>inspection / maintenance regime that include school zone signs. In other areas school zone signs maintenance issues are addressed in response to issues raised by customers.</p> <p>During the installation of the dragon's teeth, a spatially referenced photograph was taken of both the start and end of every school zone. These photographs therefore offer an opportunity for a future desk based audit and assessment of both signage and on road patches with an ability to improve where necessary.</p>	
	<ul style="list-style-type: none"> publicise the number of infringements in school zones. 	Accepted	RTA to liaise with State Debt Recovery Office.	-	Completed. The number of infringements in school zones is currently publicised on the State Debt Recovery Office website	Centre for Road Safety
3	To improve compliance, the RTA should:					
	<ul style="list-style-type: none"> fit flashing lights at all school zones with non-standard operating times 	Accepted	Nil		Completed. Flashing lights have now been installed at all school zones with non-standard operating times. There are 26 non-standard zones in the state. Seven of these had lights installed between mid-2004 and late 2009, with the remaining 19 completed between April and June, 2011.	Centre for Road Safety

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	<ul style="list-style-type: none"> consider introducing higher fines for speeding infringements in school zones with flashing lights. 	Rejected	Nil	-	The RTA does not support the introduction of higher fines for speeding infringements in school zones. Increased fines and demerit points were introduced in May 2007 which means fines are now generally 50% higher and incur at least one additional demerit point than in non-school zones.	Centre for Road Safety
4	To ensure effectiveness, the RTA should					
	<ul style="list-style-type: none"> demonstrate that future investment in road safety initiatives is based on transparent assessment of risk 	Accepted	Ongoing use of fatality and injury crash risk in the criteria for determining future investments in road safety.	-	Completed. Site selection for the introduction of school zone measures (such as flashing lights) is based on criteria which are known to increase the severity, exposure and likelihood of a child pedestrian fatality or injury. The criteria include; approach speed, pedestrian and traffic volumes and crash history. RTA will seek to further demonstrate that future investment in road safety initiatives is based on a transparent assessment of risk.	Centre for Road Safety
	<ul style="list-style-type: none"> inform the public of the effectiveness of its school zone initiatives 	Accepted	Ongoing.	-	On track. When appropriate, for example in correspondence and media responses, the RTA promotes the value of its school zone countermeasures. The RTA presented a paper on	Centre for Road Safety

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					the initial school zone data analysis undertaken at the Road Safety Conference in November 2010. This paper provided a more accurate assessment of the crash profile of school zones.	
	<ul style="list-style-type: none"> ▪ ensure that school zone speed limits are applied consistently to all schools. 	Accepted	Nil	-	Completed. Since 2003 all school zones in NSW have 40km/h speed zones. These school zones relate to school access points and other related localised factors.	Centre for Road Safety
5	The RTA should determine and publish progress on the commitment made by the Minister for Roads in 2006 as to the amount of revenue raised by school zone speed cameras and how much of it is reinvested in road safety projects.	Accepted in-principle	The revenue from school zone fixed speed cameras will be used to support the large flashing lights program implemented between 2008 and 2011.		<p>The revenue from school zone fixed speed cameras has been used to support the large flashing lights program that was completed in June 2011. Overall, more is spent on road safety programs than the Government receives in camera and speeding fine revenue. In the five years to 2009-10, the value of speeding fines issued from RTA cameras and Police was \$616.2 million. In the same period, \$822.6 million was spent on road safety programs.</p> <p>Camera revenue goes to Treasury Consolidated Funds for spending on all Government programs and is redirected back into the community through various State Government programs and initiatives, including health,</p>	Centre for Road Safety

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					education and road safety. The State Debt Recovery Office publishes camera revenue details on its website.	
6	The RTA should determine and publish how many of the mobile speed cameras promised in 2006 have been acquired for school zone purposes and how often they have been deployed.	Rejected	Future actions to be determined by future policy directions with respect to the use of speed cameras in NSW.	-	<p>The original commitment to deploy 25 fixed and 25 mobile speed cameras was revised by the Government to 50 fixed speed cameras.</p> <p>This rollout was completed in 2009 at 50 high risk locations.</p> <p>In July 2010, mobile speed cameras were reintroduced in NSW.</p>	Centre for Road Safety