

**BUDGET ESTIMATES  
QUESTION ON NOTICE**

**LEGISLATIVE COUNCIL**

**Notice Given: 14 September 2009**

**Asked by: The Hon Trevor Khan MLC**

- (1) In relation to the RTA's decision to adopt "Type 3" lights in its current 400-school rollout of school zone flashing lights:
- (a) What hard data is there to support the decision to use more expensive and less effective which the first trial found were less effective and therefore are risking the lives of children?
  - (b) What was the total cost of the original 43-school trial of flashing lights?
  - (c) What was the cost for the analysis of the figures and production of the report that is on the RTA's web site?

**Answer:**

I am advised:

- (1)
- (a) A 2007 effectiveness evaluation conducted by the RTA indicated that the Type 3 lights are more effective in slowing vehicles than the other types evaluated.
  - (b) The cost of the trial at the 43 sites was \$1,308,109. This is based on the cost supplied by the companies involved.
  - (c) \$485,000.



**David Campbell MP  
Minister for Transport  
Minister for the Illawarra**

**QUESTION ON NOTICE**

**ESTIMATES COMMITTEE**

**QUESTION:** School Zone Flashing Lights

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(2) In relation to the second trial of flashing lights that was conducted at 100 schools during 2007:

- a. On what dates did the trial start and end?
- b. Was speed measurement data captured during the trial?
- c. Were control sites used during the trial?
- d. Was a final report on the trial produced?
- e. Provide a copy of all speed data captured.
- f. Provide a copy of any data analysis carried out.
- g. Provide a copy of any report produced.
- h. For each school zone in the 100-school 2007 trial, can you provide the following information:
  - i. On what dates did the trial start and end?
  - ii. Total number of flashing light signs installed in the school zone.
  - iii. Manufacturer of each sign.
  - iv. Dates on which any speed measuring started and finished.
  - v. Name of any corresponding control site used.
  - vi. Dates on which any data speed measuring at the control site started and finished.
  - vii. For each sign in the zone, state whether it was "Type 1" (flashing lights only), "Type 3" (flashing lights plus flashing annulus), "Over Road" or Other (specify).

**Answer:**

I am advised:

(2a – h)

I am advised that the field trial was conducted from 29 January to June 2007 and included speed measurements. I am further advised that the final report on the trial, including the methodology and conclusions, has yet to be published by the RTA.



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**Minister for Transport**  
**Minister for the Illawarra**

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- (3) At the conclusion of the current 4- year roll out of school zone flashing lights,
- (a) What will be the total amount of money spent on flashing lights and associated infrastructure, studies and reports etc. since 2003?
  - (b) How many school zones in NSW will still not have flashing lights?

**Answer:**

I am advised:

- (3)
- (a) \$56,867,109 which includes money spent on flashing lights and associated infrastructure, studies and reports.
  - (b) A list of schools with flashing light warnings is available on the Roads and Traffic Authority website.

A handwritten signature in blue ink, appearing to read 'David Campbell', is written above the printed name.

**David Campbell MP  
Minister for Transport  
Minister for the Illawarra**

**QUESTION ON NOTICE**

**ESTIMATES COMMITTEE**

**QUESTION:**            **Flashing Lights Maintenance Cost**

**Notice Given:**        **14 September 2009**

**Asked by:**            **Mr Trevor Khan**

**Question:**

4. Why is the RTA paying \$2,545 per year per sign for maintenance of school zone flashing lights?

**Answer:**

I am advised:

Funding is used to maintain and operate the whole installed base system and not only the 400 -school zone sites. Provisions included in the funding cover the costs associated with:

- Battery replacements
- Vandalism / motor vehicle crashes
- Annual preventative maintenance
- Corrective maintenance and repair
- Back to base communication for controlling and reporting of any faults to ensure the safety of children is maintained at all times
- Other costs such as Contract management, reporting document management etc.



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5. In Parliament on 23 May 2006 the then Minister for Roads, Eric Roozendaal stated:

*"The evaluation of flashing lights showed that whilst reductions can be achieved with flashing lights the existing models are unreliable. We need to put in place better and more effective technology."*

That "better" technology has cost up to \$75,000 per sign. Provide full details of all faults with all school zone flashing lights signs since January 2007 to prove that the reliability of the newer lights has improved. Details to include:

- Location of sign
- Manufacturer of sign
- Nature of fault
- Date and time fault occurred and/or reported
- Date and time fault fixed and function fully restored
- Whether fault reported by back-to-base monitoring or not

**Answer:**

I am advised:

The cost to install flashing lights is approximately \$6,200 to \$7,480 per sign varying on the size and location of the signs. A competitive public tender process was used to ensure the best value for money is achieved for Government. The \$46.5 million program involves new school zones requiring over 800 lights, and upgrade of previously existing lights.

The remainder of the funding is used for items such as site surveys, site design, preparation of Reviews of Environmental Factors, maintenance and operation, standardisation of signs installed under other programs and back to base communication for controlling and reporting of any faults.



**David Campbell MP  
Minister for Transport  
Minister for the Illawarra**

**Notice Given:** 14 September 2009

**Asked by:** The Hon Trevor Khan MLC

- (6) In relation to "Dragon's Teeth" road markings in school zones that the Government intends to spend \$14M on:
- (a) What hard scientific data exists on the effectiveness of Dragons Teeth road markings in reducing traffic speeds?
- (b) Is there any hard scientific data that indicates that dragon's teeth road markings reduce average traffic speeds by more than school zone flashing lights? If not then why is the Government spending \$14M on them when reliable school zone flashing lights technology could be installed at all 3,200 schools in NSW for a similar cost?

**Answer:**

I am advised Dragon's teeth road markings are a clever, cost effective way of ensuring that motorists know they are driving through a school zone. I understand that they are used internationally and are a proven way of making sure motorists know they are driving through a 40km/h school zone.

A handwritten signature in blue ink, appearing to read 'David Campbell', is positioned above the printed name and title.

**David Campbell MP**  
**Minister for Transport**  
**Minister for the Illawarra**

**QUESTION:** School Zone Warning Signs

**Notice Given:** 14 September 2009

**Asked by:** The Hon Trevor Khan MLC

**Question**

a) Why do the warning signs on the approach to school zone speed cameras not show the standard speed limit that applies for the 21 hours of the day when it is not a school zone?

**Answer:**

I am advised:

School zone speed camera warning signs indicate that the camera enforces a variable speed limit and display the school zone time speed limit. It is not considered good practice to show two speed limits on a single sign.

Showing the higher speed limit on the warning sign could mislead drivers to believe that the higher speed limit is effective in the school zone.



**David Campbell**  
**Minister for Transport**  
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