

PARLIAMENT OF NEW SOUTH WALES



## STAYSAFE Committee

### INQUIRY INTO ROAD SAFETY ADMINISTRATION AND MID-TERM REVIEW OF THE NEW SOUTH WALES ROAD SAFETY 2010 STRATEGY

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Report of an inquiry into actions undertaken  
by the Motor Accidents Authority to address the  
road safety situation in New South Wales, 2000-2005

(STAYSAFE 72)

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# Terms of Reference

## The STAYSAFE Committee

The general terms of reference of the STAYSAFE Committee are as follows:

- (1) 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 counter measures aimed at reducing deaths, injuries, and the social and economic costs to the community arising from road accidents.

Without restricting the generality of the foregoing, the following are to be given urgent consideration -

- (i) countermeasures aimed at traffic accidents associated with alcohol and other drugs.
- (ii) traffic law enforcement measures and their effectiveness.
- (iii) a review of human factors affecting traffic accidents, especially those relating to driver and rider licensing requirements and standards.
- (iv) the social and economic impact of deaths and serious debilitating injuries resulting from traffic accidents.
- (v) heavy vehicle safety.





# CHAIRMAN'S FOREWORD

Paul Gibson MP  
Chairman, STAYSAFE Committee

This inquiry by the STAYSAFE Committee documents the actions undertaken by the Motor Accidents Authority to address the road safety situation in New South Wales, 2000-2005, and also examines issues associated with road safety administration in New South Wales and progress in implementing the Road Safety 2010 strategy.

At the commencement of the 53rd Parliament in early 2003, the STAYSAFE Committee resolved to continue its past practice of reviews of the road safety situation in New South Wales. The New South Wales government's Road Safety 2010 strategy identifies and endorses the need for ongoing review of programs. The government has established targets for a 40% reduction in road trauma arising from road crashes by the year 2010. The achievement of this target requires a sustained effort that addresses road safety and the reduction of road trauma across the full complexity of a dynamic and constantly evolving road transport system in New South Wales.

The review process conducted by the STAYSAFE Committee enables a periodic 'snapshot' of the road safety situation, and is of valuable assistance in the development of a road transport system in New South Wales that provides for safer roads, safer vehicles, and safer road users.

In fulfilment of the STAYSAFE Committee's terms of reference to monitor, investigate and report on the road safety situation in New South Wales, the Committee has conducted annual reviews of road safety, with Questions on Notice submitted to Ministers with portfolio responsibilities in the road transport area or in areas involving the use of roads or motor vehicles, and a public hearing to examine specific aspects of road safety arising from the answers received. The review process has been a successful device to obtain and maintain a detailed record of road safety-related activities in New South Wales.

The STAYSAFE Committee conducted six formal reviews of the annual road safety situation in New South Wales to date (1994-1999). The Committee had commenced a review of the 2000 road safety situation in New South Wales when the then Minister for Roads, the Hon. Carl Scully MP, announced that he was establishing a Ministerial Road Safety Task Force. In January 2001, the Road Safety Task Force was established to examine issues relating to an increase in road fatalities during the 15-day Christmas/New Year holiday period, and annual increases in the road toll in 1999 and 2000. The Task Force was specifically convened to:

- bring individual views, experience, knowledge and skills to this examination from a group of road safety experts, and
- make recommendations for improving the effectiveness of road safety interventions and initiatives in reducing the road toll over time and in avoiding a further rise in the toll.

The Ministerial Road Safety Task Force reported in May 2001, and released a series of recommendations for action.

The STAYSAFE Committee decided to defer its examination of the road safety situation to allow the implementation of the Ministerial Road Safety Task Force recommendations, and to report on the road safety situation in New South Wales over the period 2000-2005, which covers the period from the commencement to the mid-term of the Road Safety 2010 strategy as well as the implementation period for the Task Force recommendations.

The inquiry commenced in mid 2006. The terms of reference established for the inquiry into the road safety situation in New South Wales, 2000-2005, were:

The STAYSAFE Committee has written to relevant portfolios requesting advice regarding activities over the period 2000-2005 to improve road safety in New South Wales. Questions on notice have been forwarded to:

- Roads
- Police
- Health
- Education and Training
- Transport
- Special Minister of State (Motor Accidents Authority)
- Minister for Commerce (WorkCover Authority)
- Attorney General
- Environment (Environment Protection Authority)

As well, a general query letter will be forwarded to:

- Agriculture
- Fair Trading

The inquiry will review, where relevant to findings and recommendations arising from the reports released in the 52nd Parliament (STAYSAFE51 - STAYSAFE 60).

The inquiry will not be advertised generally.

Concurrently, in 2004 the STAYSAFE Committee commenced an inquiry into the Roads and Traffic Authority and road safety administration in New South Wales. The inquiry examined:

- The role of the Roads and Traffic Authority in road safety activities in New South Wales
- The responsibilities of government agencies, other than the Roads and Traffic Authority, and non-governmental organisations in improving the road safety situation in New South Wales
- The relationships between the Roads and Traffic Authority and other government agencies and non-governmental organisations involved in road safety activities
- and any other related matters

Over 2004-2006, the STAYSAFE Committee has taken evidence relating to several program areas within the overall road safety effort in New South Wales, including:

- Road trauma and road safety statistics and information;;
- Traffic enforcement activities;
- Road safety education;
- Heavy vehicle safety;
- Local government road safety; and
- Young drivers

These inquiries are now merged, with the release of a series of portfolio reports assessing the road safety situation in New South Wales over the 2000-2005 period, a mid-term review of the Road Safety 2010 strategy, and aspects of road safety administration in New South Wales.

This report of the examination of the Special Minister of State portfolio, and specifically the Motor Accidents Authority, will be valuable in allowing the community to gain a better appreciation of the New South Wales government's priorities for road safety programs and policies.

## **Acknowledgments**

As the end of the 53rd Parliament approaches, I am mindful of the care and diligence of my colleagues on the STAYSAFE Committee in conducting one of the most important of tasks faced by a Member of Parliament in New South Wales—addressing the unnecessary (and, in my view, avoidable) tragedy of road trauma associated with the operation of our State's road transport network.

Finally, on behalf of the Members of the STAYSAFE Committee, I wish to thank my Committee Manager, Mr Ian Faulks, for the exemplary manner in which he has conducted the administrative, procedural and research activities required of this inquiry, and for the way he, assisted by, has prepared this review report. I thank also Mr Jim Jefferis, Senior Committee Officer, Ms Elayne Jay, Senior Committee Officer, Ms Annette Phelps, Committee Officer, and Ms Millie Yeoh, Assistant Committee Officer, for their administrative assistance. Ms Ashika Cyril, previously Assistant Committee Officer also provided assistance during 2005.



# EXECUTIVE SUMMARY

In this report, STAYSAFE has examined the actions undertaken by the Motor Accidents Authority to address the road safety situation in New South Wales.

Since 1994, systematic reviews of the road safety situation in New South Wales have satisfied the STAYSAFE Committee's terms of reference to monitor review and investigate road safety matters. In keeping with these requirements, STAYSAFE reports have focused on the themes that underpin the work of the Committee: transparency, accessibility, and accountability.

The review process involves examining the road safety activities of selected agencies and organisations, in particular the Roads and Traffic Authority, which is the lead agency for road safety in New South Wales.

STAYSAFE conducted its monitoring and review procedures by first asking the agencies a series of questions. Formal written briefs were provided in response from the Minister. Formal hearings were then held where agency representatives had the opportunity to respond in more detail regarding the Motor Accidents Authority's road safety activities and initiatives between 2000 and 2005.

The Motor Accidents Authority aims to contribute to the reduction of road trauma by funding road safety programs and providing research grants. The research developed has been made available through the media and internet, to other road safety bodies, to conferences and seminars and has informed road safety program development.

The Motor Accidents Authority has developed and implemented a range of initiatives aimed at improving road safety for children and young people and in supporting a range of state-wide programs.

In 2000, the Motor Accidents Authority developed an issues paper identifying a number of the social, environmental and personal factors that contribute to young drivers' crash risk. The literature search and paper have been updated in 2003 and 2006. The Authority funded a small exploratory qualitative market research study which indicated that further research into identifying attitudinal, experiential and psychographic differences in young drivers would be valuable.

The Authority developed a website in October 2002. Consultants were engaged to undertake focus groups of 15-25 year olds to determine NSW youths' understanding of road safety and provide recommendations on the role of a road safety website. The site uses music, art and sport to facilitate interaction with young people. An assessment since its establishment indicated that the site averages around 16,000 per month.

A range of child focused campaigns were developed and implemented, such as the "practice helps your children survive" state-wide public education campaign and the

“kids need a hand in traffic” child pedestrian campaign. To focus attention on driveways safety for children, a television commercial was developed.

The Motor Accidents Authority sponsored or supported a number of educational programs that explicitly targeted attitudes, knowledge or beliefs about road safety or the social and economic cost of road crashes. These included a range of programs with a training objective featuring Paralympians and promoting relevant road safety messages to young people through sport, music and art. Other initiatives sponsored included Local Government Road Safety conferences and a program jointly conducted with the Institute of Public Works Engineering Australia, NSW Division. The Authority, in conjunction with the Attorney General’s Department, the Department of Corrective Services and the Roads and Traffic Authority, developed the Safe Driver program. The first module, the Sober Driver program, targeting repeat drink driving offenders, was rolled out state-wide in 2003. After extensive consultation, culturally appropriate Aboriginal resources were developed and incorporated into the program. An independent, long term evaluation was completed in 2006. It demonstrated the program was successful in reducing recidivism.

The Motor Accidents Authority supported the development of a range of community awareness activities in road safety or on the social and economic costs of road crashes between 2000 and 2005. These included a state-wide billboard campaign involving sponsorship of the Sydney 2000 Paralympic Torch Relay; a TV and busback campaign with the NRMA encouraging more supervised practice at the learner driver stage; Operation Westsafe, which aims to reduce road injuries and fatalities in Western Sydney; Operation Roadsafe; motorcycle and pedestrian awareness advertising campaigns; and a campaign by Kidsafe NSW designed to promote supervision of children up to ten years of age in and around traffic. Other programs promoted supervision of young children in driveways; the use of properly fitting child restraints; and a Walk Safely to School initiative.

Young people between 17 and 25 years were targeted in the Arrive Alive program. To implement the program, the Motor Accidents Authority developed partnerships with a number of sporting clubs. A road safety website promoting information and road safety related competitions has been developed. In 2002, the Motor Accidents Authority established a grants scheme which encourages groups of young people to apply for grants of up to \$10,000 that address identified road safety issues. More than 60 local road safety projects have been funded under the Arrive Alive grants scheme. One \$10,000 grant, for example, resulted in the development of a very professional road safety film by a group of young people in Bankstown. The Authority has sponsored community based projects, including the BIG hART project, a multi media project working with marginalised young people who are at risk of self harm and disconnection. It is aimed at reducing risk behaviours such as driving unlicensed and unregistered vehicles, speeding and drink and drug driving and walking. In 2004, the Authority sponsored four Arrive Alive music festivals. The festivals featured headline acts supported by local bands.

Other initiatives that have been considered include increasing the supervised hours required to gain a license from 50 to 150. One of the contraindications to such a move, however, is that it is difficult for some young drivers to gain access to a person

to supervise them for that length of time. A further question to be considered is the impact of the quality of the driving instruction young people receive.

Pedestrian safety is a priority area for the Motor Accidents Authority. While pedestrian claims across all ages account for around 10% of claims, they account for around 19% of costs. The Authority found that engineering modifications are most likely to result in reduced injuries and costs to pedestrians. Conversely, claims by bicycle riders are relatively low. The Authority notes that a significant challenge in the next five to ten years is to minimise older drivers causing accidents to other road users. The data currently shows that where drivers are over 80 years old, their propensity to cause accidents rise. The Authority notes that a whole of Government response is required.

Other issues raised are the implications for persons injured while riding non registered motorised pedal cycles or unregistered vehicles. The Authority indicated that only persons who make a claim under the CTP scheme are noted on the Authority's statistical base. A claim has to be lodged against a registered vehicle to be made against the CTP scheme.

The Motor Accidents Authority, while particularly interested in behaviour and community action, is supportive of Road Safety 2010. As a regulator of the CTP scheme, it is also interested in the more vulnerable road users, such as children and young people. Over the life of the scheme, it has found that it is the same group of people are most at risk. Other issues of interest include road safety administration; the Motor Accidents Authority's budget for road safety activities; and co-ordination with other agencies.

# Chapter One—

## INTRODUCTION

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 In reports issued over the past decade, STAYSAFE has discussed the strong themes that underpin the work of the STAYSAFE Committee: transparency, accessibility, and accountability. Systematic reviews of the road safety situation in New South Wales both satisfy the terms of reference from Parliament for STAYSAFE to monitor, review and investigate road safety matters, and serve to address the themes of transparency, accessibility, and accountability identified by STAYSAFE.

1.3 Commencing with an examination of the road safety situation in New South Wales in 1994, STAYSAFE has conducted reviews on a regular basis. The review process involves examining the road safety activities of selected agencies and organisations, and, in particular, examining the road safety activities of the Roads and Traffic Authority. The Roads and Traffic Authority is the lead agency for road safety in New South Wales.

1.4 STAYSAFE conducted annual reviews of the road safety situation in New South Wales, covering the years 1994-1999, issuing six reports:

Review of the road safety situation in 1994	STAYSAFE 31 (1996)
Review of the road safety situation in 1995	STAYSAFE 41 (1996)
Review of the road safety situation in 1996	STAYSAFE 42 (1996)
Review of the road safety situation in 1997	STAYSAFE 47 (1996)
Review of the road safety situation in 1998	STAYSAFE 51 (1996)
Review of the road safety situation in 1999	STAYSAFE 55 (1996)

1.5 A review of the reviews of the road safety situation in New South Wales in 2000 was commenced, but was discontinued. The end of 2000 saw what was widely perceived as a 'road safety crisis'. The road toll during the Christmas-New Year holiday period in New South Wales was 38 deaths. This was the worst holiday road toll in New South Wales for a decade, and comprised just under half of the 80 road deaths nationally for the 2000 holiday period.

1.6 Moreover, the total number of road deaths in New South Wales for the 2000 calendar year was 603, exceeding 600 for the first time since 1995. This was a



serious failure of the Road Safety 2000 strategy, as the then Premier, the Hon. Bob Carr MP, had committed to a target of less than 500 road deaths. And the shorter term trend was ominous, as road deaths in New South Wales had increased by around 4% each year since 1998.

1.7 The then Minister for Roads, the Hon. Carl Scully MP, announced in early January 2001 that he had established a Ministerial Road Safety Task Force.

1.8 The Ministerial Road Safety Task Force (2001) clearly placed its work in the context of the Road Safety 2010 road safety strategy for New South Wales:

The comments, perceptions and conclusions in this report reflect the intent and framework of Road Safety 2010 and recognised strategies being developed internationally. (p.9)

1.9 The Ministerial Road Safety Task Force (2001) formulated 31 recommendations across four broad areas: driver and rider education and behaviour; technology; enforcement and deterrence; and, monitoring and evaluation.

## **Review activities of the STAYSAFE Committee**

1.10 This section describes the process whereby STAYSAFE conducts a systematic review of the road safety situation in New South Wales, and indicates the presentation format of the outcomes of the review. STAYSAFE conducts its monitoring and review activities by first asking a number of agencies involved in road safety a series of general questions about their calendar year activities, with the responses requested as formal written briefings from the responsible Minister or chief executive. STAYSAFE then holds a public hearing where representatives of these agencies can answer further, more specific questions related to the matters raised in the written briefings. The general questions address 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 public hearings relate 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.

1.11 This report addresses both general and specific aspects of the road safety situation in New South Wales over the period 2000-2005 as it pertained to the Motor Accidents Authority, an agency under the Special Minister of State portfolio. The following chapter and appendices of the report document the information forwarded to STAYSAFE through written responses from the Minister and the testimony of Departmental officials in public hearings to gather further specific information.

1.12 STAYSAFE forwarded a series of questions to the Special Minister of State, requesting written briefings. Subsequently, representatives of the Motor Accidents Authority attended a public hearing where more specific questions relating to matters raised in the written briefings are canvassed. The following chapter contains an edited record of both the written and verbal responses. The material is organised as follows:

- The general subject being examined is indicated, for example:  
**Provision of advice concerning road safety legislation**
- The written questions (if any) asked by STAYSAFE 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 HAYES**.



## Chapter Two—

# ROAD SAFETY ACTIVITIES AND INITIATIVES BY THE MOTOR ACCIDENTS AUTHORITY, 2000-2005

### Introductory remarks

The following Motor Accidents Authority witnesses appeared before STAYSAFE on Monday 25 September 2006, representing the Honourable John Della Bosca MLC, in his capacity as Special Minister of State:

Ms Kathy Hayes, Injury Prevention and Management, Motor Accidents Authority of New South Wales

Ms Gillian Browne, Principal Advisor, Road Safety, Motor Accidents Authority of New South Wales

### Highlights for the Motor Accidents Authority in road safety

**Mr GIBSON MP (CHAIRMAN):** What have been the highlights of the Motor Accidents Authority's performance in addressing road safety over the past five or six years?

**Ms HAYES:** Both of us will answer that question. Ms Browne will talk specifically about achievements in the area of children and young people, and I will speak generally about activities that we have mostly been involved in, in supporting state-wide strategies. The first of these is the New South Wales Sober Driver Program. This is a state-wide education and relapse prevention program for repeat drink-drive offenders who are convicted of two or more offences within five years. Unlike other education programs for drink drivers, participants are required to complete the program as part of their sentence.

The Motor Accidents Authority has been involved with the Roads and Traffic Authority in developing and evaluating the New South Wales Sober Driver Program. It is delivered by the Department of Corrective Services through its 51 offices from 63 locations across New South Wales. About 100 courses are offered every year and district offices may run simultaneous or multiple courses in a year. Up to the end of June 2005 almost 2,500 individual offenders had enrolled in the Sober Driver Program and almost 2,000 had completed the program. The evaluation of that so far has shown that it has been a very successful program in preventing relapse behaviour. That is one of the highlights that the Motor Accidents Authority is proud to have been associated with.

The other is our continued work in local government. Since 1995, through the Motor Accidents Authority and the Institute of Public Works Engineering Australia (IPWEA), the Authority has committed more than \$2.7 million to local government, with around 540 projects offered funding to date. The Motor Accidents Authority also continues to support an annual Excellence in Road Safety Awards Scheme to promote best practice. They are the two major highlights I see from our general work. Ms Browne will now talk about youth and children.

## **Research projects involving the Motor Accidents Authority**

QUESTION: Please list the research projects commenced, completed or otherwise in progress in 2001 commissioned by or involving the Motor Accidents Authority, (MAA), which concerned matters of road safety or the social and economic costs of road crashes, or which have major implications for road safety or the social and economic costs of road crashes, organized under the 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;
- The project manager, and consultant (if any)

RESPONSE: The Motor Accidents Authority aims to contribute to the reduction of road trauma by funding road safety programs and research targeting high risk groups and supporting professional education. In 2001/02 an annual call for grants program was established focussing on the Authority's priority areas. Previously, research projects were assessed as received. In general, research reports have been:

- made available to the Roads and Traffic Authority
- promoted via media releases and the Motor Accidents Authority 's website
- presented by researchers at relevant conferences and Motor Accidents Authority seminars;
- and have informed Motor Accidents Authority road safety program development, where relevant.

Researchers have sought publication in relevant journals. Since 2005 the Motor Accidents Authority has not publicly called for research projects and has only funded research to support program development.

Research projects involving the Motor Accidents Authority are described in Appendix A: Road safety research activities conducted or funded by the Motor Accidents Authority, 2000-2005.

QUESTION: Please list surveys of attitudes, knowledge or beliefs about road safety or the social and economic costs of road crashes conducted over the period 2000-2005, not otherwise mentioned as research projects in the preceding question.

RESPONSE: In 2000 the Motor Accidents Authority commissioned the New South Wales Injury Risk Management Research Centre to undertake a literature search and develop a Young Driver Issues paper as a planning tool for the development of an MAA Youth Road Safety Program. This paper identified a number of the social, environmental and personal factors that contribute to young drivers' crash risk and was a keynote presentation at the Motor Accidents Authority Young Driver Seminar in March 2000. The issues paper was updated in 2003 and has been used as a reference document by a number of road safety agencies. An updated literature review and paper will be completed in 2006.

In June 2000 the Motor Accidents Authority engaged a market research company, Consumer Contact, to study attitudes and driving behaviour in the 17-25 year age group as a basis for identifying the best way of targeting road safety messages to this target audience. A small exploratory qualitative market research study was undertaken which recommended that further research address the differences in the 17-25 year old population identifying attitudinal, experiential and psychographic differences. The further research established that a number of subgroups of young drivers can be identified however there was insufficient evidence on which to base decisions on future road safety activity as further research was needed to establish whether these subgroups are at a higher risk of crashes and whether they have more crashes.

In 2001 the Motor Accidents Authority initiated research into the feasibility of developing a youth road safety website. Consultants AMRinteractive were engaged to undertake 8 focus groups of 15-25 year olds to determine NSW youth's understanding of driving and road safety, identify their response to the idea of sourcing road safety information online and to provide communication recommendations on the role of the road safety website. The MAA website [www.Arrivealive.com.au](http://www.Arrivealive.com.au) was established in October 2002 and evaluated to assess technical performance of the site, user expectations and perceptions and how Arrive Alive messages might be enhanced and the effectiveness of the site as a communications medium. The site uses music, art and sport to interact with young people and to promote road safety messages in an innovative way. 2005/06 analysis indicates that the site averages around 16,000 visits per month.

In 2003 the Motor Accidents Authority developed and market tested a range of slogans to be used as part of the Authority's youth sponsorships. The slogans mainly focussed on the four main causes of crashes: drink driving, speeding, fatigue and non use of seat belts.

Market research was also commissioned to evaluate the impact of a number of public education campaigns developed and implemented over the period 2000-2005 including: the "practice helps your children survive" state-wide public education campaigns developed with NRMA Insurance and NRMA Motoring and Services to support the New South Wales graduated licensing program, the "kids need a hand in traffic" child pedestrian safety campaigns developed with Kidsafe NSW and a multi-agency steering committee, the driveways safety television commercial developed with the Children Killed and Injured in Driveways Steering Committee and the Walk Safely

to School campaign developed by the Pedestrian Council of Australia (PCA) and a multi-agency steering committee

The Roads and Traffic Authority commissioned market research to evaluate the impact of a number of public education campaigns jointly funded and developed with the Motor Accidents Authority over the period of review including:

- Motorcycle safety campaigns targeting both riders and drivers, 2002-2005.
- Pedestrian safety campaign targeting older pedestrians and young drivers, 2003.
- Operation Westsafe campaigns targeting drivers in Western Sydney on road safety issues, 2001-2005.
- Operation Roadsafe campaigns targeting drivers in Metropolitan Sydney on road safety issues, 2003-2005.

### **Relevant training or rehabilitation programs involving the Motor Accidents Authority**

**QUESTION:** Details of any training or rehabilitation programs conducted, sponsored or supported by the Motor Accidents Authority over the period 2000-2005 that explicitly targeted attitudes, knowledge or beliefs about road safety or the social and economic costs of road crashes.

**RESPONSE:** Programs supported by the MAA during 2000-2005 with a training objective include:

#### **Paralympian Training**

Road safety training was delivered in 2000 by representatives from the MAA, RTA, and the NSW Police Service to Paralympian athletes in preparation for delivery of injury prevention education to youth target audiences.

#### **Sport sponsorship training**

As part of the Arrive Alive Youth Road Safety Program the Motor Accidents Authority seeks to promote relevant youth road safety messages to young people via key interest areas of sport, music and art. Partnerships have been developed with a range of sporting associations including rugby league, New South Wales state women's soccer and netball, and men's soccer and basketball. As part of sponsorship arrangements road safety training is provided to players who attend high schools and interested community groups to speak about road safety.

#### **Local Government Road Safety Conferences**

The Motor Accidents Authority provides funding towards Local Government Road Safety Conferences. This is an important educative component of the Local Government Road Safety Program. These conferences provide an opportunity for road safety practitioners to participate in the sharing of information, educational resources and the development of new directions in the field of road safety. A post-conference day for road safety officers enables delegates to problem solve issues faced by road

safety officers in their roles within councils and to share ideas for strategic directions for road safety at the local level.

### **Local Government Road Safety Initiatives Project**

The Motor Accidents Authority continued funding the Local Government Road Safety Initiatives Project managed by the Institute of Public Works Engineering Australia, NSW Division (IPWEA). As part of this project the Authority provides annual funding for the implementation of an Excellence in Road Safety Awards Scheme to promote best practice.

In 2001 the Motor Accidents Authority provided funding for the development of training materials to support the Certificate 4 in Road Safety competency based road safety training program developed by the Roads and Traffic Authority, Institute of Public Works Engineering Australia, and relevant stakeholders. The program used a multi-disciplinary approach and was designed as a part time program with a nominal duration of 200 hours over a 12-month period. The content of the program was based on road safety experiences and examples. The skills covered were generic and transferable by participants to other industries.

The Motor Accidents Authority also funded the development and implementation of a Speakers Program to promote road safety to IPWEA regional groups, and provides annual funding to support a road safety stream including an occasional keynote speaker for the IPWEA Conference.

The Motor Accidents Authority provides sponsorship to the Australasian College of Road Safety Seminar series (NSW Branch) on topics relevant to the Authority's priority areas.

### **NSW Sober Driver Program**

In 2001 the Motor Accidents Authority worked on an interagency steering committee with the RTA, the Attorney General's Department and the Probation and Parole Service of the Department of Corrective Services to examine how a Safe Driver Program could be implemented state-wide. Consultants assessed the effectiveness of current traffic offender programs and advised on proposed content and structure. The steering committee endorsed the Safe Driver Program, comprising of a number of modules. Educational resources to support the first module, the Sober Driver Program targeting repeat drink drive offenders were developed and the program was piloted in three geographical areas in late 2002. Following piloting and revision of resource material the nine week program was rolled out state-wide from July 2003. A condensed version of the program for use in regional and remote areas of New South Wales was developed and rolled out state-wide from July 2004. After extensive consultation with Aboriginal communities, culturally appropriate Aboriginal resources were developed and incorporated into the program. An independent long-term evaluation of the program, commenced in September 2004 and completed in April 2006, demonstrated that the program was successful in reducing recidivism. Training of program facilitators and co-facilitators and information sessions for Magistrates was undertaken and is provided as required.



## **Community awareness activities involving the Motor Accidents Authority**

**QUESTION:** Community awareness activities in road safety or the social and economic costs of road crashes that were undertaken by officers of the Motor Accidents Authority, or consultants contracted to the Motor Accidents Authority, over the period 2000-2005, including policy and campaign launches, speaking engagements.

**RESPONSE:** Community awareness activities in road safety include:

### **Public education campaigns**

A state-wide outdoor (billboard) campaign, as part of Motor Accidents Authority sponsorship of the Sydney 2000 Paralympic Torch Relay, was implemented in October 2000. The billboard featured Paralympian athletes and presented the consequences of speed related serious injury.

The “practice helps your children survive” TV and busback advertising campaign was developed with NRMA Insurance and NRMA Motoring and Services to encourage more supervised practice in the learner driver stage. This campaign, which supported the introduction of the revised New South Wales Graduated Licensing Program in July 2000, was conducted in 2000 and 2001/02.

The Motor Accidents Authority has supported Operation Westsafe since 2001 - an alliance between the Authority, NSW Police Service, and the Roads and Traffic Authority, and supported by local government, aiming to reduce road injuries and fatalities in Western Sydney.

The Motor Accidents Authority has supported Operation Roadsafe since 2003 - an alliance between the Authority, NSW Police Service, and the Roads and Traffic Authority, and supported by local government, aiming to reduce road injuries and fatalities in metropolitan Sydney. In 2004/5 Operation Roadsafe was expanded to incorporate Operation Westsafe.

Since 2002 the Motor Accidents Authority and the Roads and Traffic Authority have jointly developed and funded motorcycle awareness advertising campaigns targeting both riders and drivers highlighting issues of drink riding, speeding, helmet wearing, braking safely and driver awareness of motorcycles.

In 2003 the Motor Accidents Authority and the Roads and Traffic Authority jointly developed and funded a pedestrian awareness advertising campaign targeting both drivers and older pedestrians.

In October 2002, in association with Children’s Week, the MAA, with Kidsafe NSW, launched the “kids need a hand in traffic” pedestrian safety campaign. The campaign comprises radio, press and bus advertising as well as a small number of community

based projects. The campaign is designed to promote supervision of children up to ten years in and around traffic. Campaign materials can be viewed on the Kidsafe NSW website at [www.kidsafensw.org](http://www.kidsafensw.org).

In November 2003 the Motor Accidents Authority, as part of a range of initiatives supported by the Children Killed and Injured in Driveways Steering Committee to increase child safety in driveways, launched a television commercial to highlight driveway risks and promote child supervision wherever a vehicle is to be moved. Two rounds of grants have also been made available to local government, health and community agencies for local projects to promote driveway safety. Fifty local projects were completed over the period 2003-2005.

In response to Motor Accidents Authority funded research which found that child passengers were being prematurely moved from child restraints, in November 2005 the Authority and Kidsafe NSW, with the support of a multi-agency steering committee, launched the “choose right fit right” campaign. The campaign targets parents and carers of children aged 2-6 years regarding the proper use of child restraints and involves the distribution of brochures and posters, with displays and a video for community events. Seventeen local projects were completed as part of this Motor Accidents Authority funded campaign.

Walk Safely to School, an initiative of the Pedestrian Council of Australia, is an annual event which provides an opportunity to reinforce safe pedestrian behaviour. Initiated in New South Wales in 2001, it has recently become a coordinated national event to promote health and child pedestrian safety.

### **Arrive Alive Initiatives**

The Motor Accidents Authority has an Arrive Alive program targeting 17-25 year olds through interest areas such as sport, music and arts.

In sport, partnerships have been developed in rugby league with NRL Clubs including South Sydney, Wests Tigers and Illawarra Dragons and the schoolboy league competition, as well as New South Wales state women’s soccer and netball. Players deliver road safety presentations, generally in schools particularly aimed at students in Years 10 to 12.

The Motor Accidents Authority’s youth road safety website: [www.Arrivealive.com.au](http://www.Arrivealive.com.au) promotes information and road safety-related competitions. The site uses music, art and sport to engage young people’s interest and promote road safety messages in an appealing and innovative way.

In 2002 the Motor Accidents Authority established a grant scheme called ‘Arrive alive Grants.’ The aim of the Arrive alive Grants Scheme is to raise awareness of youth related road safety issues among young people aged 16 to 25 throughout New South Wales. The scheme encourages groups of young people and organisations to apply for grants of up to \$10,000 for activities that address identified local road safety issues pertaining to youth. The scheme promotes active involvement of young people in road safety initiatives in their local communities. An advisory committee of young people and road safety stakeholders assist in the selection process. Over the past three years,

more than 60 local road safety projects involving young people have been funded under the *Arrive alive* grants scheme.

Under the Arrive alive banner the Motor Accidents Authority has sponsored a number of community based projects targeting youth including a three year sponsorship of the BIG hART Project, a not for profit multi media arts project working with marginalised young people who are at risk of self harm and disconnection from the general community. The BIG hART Project primarily works with young people in regional rural and remote areas through local based arts organisations and advisory groups made up of relevant community members including key people working with marginalised young people in the region. This project aimed to assist young people to reduce at risk behaviours such as driving unlicensed and unregistered vehicles, speeding, drink and drug driving and walking and being a passenger in such vehicles.

Since 2001 the Motor Accidents Authority has contributed sponsorship to NSW Youth Week. Sponsorship involves a number of strategies, including the allocation of funding for Arrive alive shuttle buses to transport young people safely to and from local Youth Week events, a Youthrock band competition, NSW Youth Week poster competition and relevant community based projects. All events and promotions incorporate promotion of key road safety messages and promote the Arrivealive website.

During 2004 the Motor Accidents Authority sponsored a number of Alive music festivals which aimed to increase road safety awareness and improve on-road behaviour particularly for drivers aged under 25. Four festivals were undertaken in November 2004 in Newcastle, Wollongong, Campbelltown and Wagga Wagga. The festivals featured headline music acts supported by local bands. Young people were involved in the planning and implementation of the festivals.

### **Local Government Road Safety Initiatives Project**

As part of the Local Government Road Safety Initiatives Project sponsored by the Motor Accidents Authority and administered by the Institute of Public Works Engineering Australia, grants are offered to Councils across NSW for road safety activity with a behavioural or educational focus. There have been twelve rounds of these grants offered to date, with some two hundred sponsored projects completed over the period 2000-2005. Funded projects are published in the Local Government Road Safety Program News.

## **Arrive Alive youth safety program**

**Ms BROWNE:** In 2000 the Motor Accidents Authority developed a dedicated Youth Road Safety Program aimed at contributing to a reduction in road-related injuries and the impact on CTP claims and costs. This program was developed to reflect integrated action, working with a range of agencies with a particular focus on young drivers and passengers. As you are aware, this is a difficult target audience to address so we have undertaken a range of activities. One of the highlights was supporting the introduction of the revised New South Wales Graduated Licensing Program in July 2000 and the "Practice Helps Your Children Survive" television and bus-back advertising campaign, which was developed with NRMA Insurance and NRMA Motoring and Services. This

was to encourage more supervised practice at the learner-driver stage. That campaign was conducted in 2000, 2001 and 2002.

As part of the Arrive Alive youth road safety program the Motor Accidents Authority seeks to promote youth road safety messages to young people in a variety of ways and via key interest areas, such as sport, music and art. Partnerships have been developed with a range of sporting associations, including rugby league, New South Wales women's soccer and netball and men's soccer and basketball. Players deliver road safety presentations, generally in schools, aimed at students in years 10 to 12. One of the highlights of the Arrive Alive youth program I think is the establishment of the Arrive Alive youth safety grants. These grants are offered to youth aged 16 to 25 around New South Wales and encourage them to work through a support organisation to develop local projects targeting their peers. This is one of the few programs where youth are involved in developing messages for their own peers. In the past three years we have funded more than 60 local programs.

**Mr GIBSON MP (CHAIRMAN):** Could you give us an example of one such program?

**Ms BROWNE:** There was a program in Bankstown involving a group of young people who developed a road safety film. They were concerned about the fact that a lot of young people were being injured and killed on the roads in their area so they developed a film. They had a rap artist and developed the music to go with the production. It was very professionally done and very successful. It involved a lot of youth from the area. They launched the project, and the Parliamentary Secretary for Roads attended the launch. The film was then shown at local cinemas.

**Mr MAGUIRE MP (STAYSAFE):** How much did that program cost?

**Ms BROWNE:** The grants are up to \$10,000. So for \$10,000 they were able to develop a very professional film.

**Mr MAGUIRE MP (STAYSAFE):** You said it was successful. How do you measure success?

**Ms BROWNE:** For those sorts of projects we look at success in terms of the process of involvement—how many youth were involved, what sort of promotion there was locally through the media, what sort of involvement there was through local networks, and what skills the youth have achieved. As well as hopefully improving their road safety knowledge and experience, they had opportunities to edit films.

**Ms HAYES:** One of the other indicators of success with that particular project was that the Hoyt's cinema complex at Bankstown, where it had been shown, after seeing it offered to run it for free during the summer break. So I think that probably was a mark of the project's success.

**The Hon. IAN WEST MLC (STAYSAFE):** What age groups were involved?

**Ms BROWNE:** Sixteen to 25 is the age group that the grants target. Another highlight of the youth program has been the development of the Arrive Alive youth road safety

web site. Again, this tries to target road safety messages to the youth market using sport, art and music. We are averaging around 16,000 hits a month on that web site, which is quite good when you have to try to keep up to date and keep changing the emphasis to maintain the interest of youth.

In 2003 the Motor Accidents Authority developed a dedicated child road safety program. One of the highlights of this has been the development of the child road safety initiative with Kidsafe New South Wales. We have been working with them in various capacities since 1998. This initiative's focus is primarily on child passenger and pedestrian safety and also some on pedal cycle safety. Another strength of this particular initiative is that it is overseen by a multi-agency steering committee. This ensures that the development of messages is consistent with the Roads and Traffic Authority's messages and others and that there is co-ordinated action across the agencies.

**The Hon. IAN WEST MLC (STAYSAFE):** You mentioned pedal cycle safety. Can you elaborate on that a little?

**Ms BROWNE:** We have not done a lot of work in the area of pedal cycle safety at this stage. We are planning that as the next phase with Kidsafe New South Wales. We have recently funded it for a further three years and we will have further emphasis on pedal safety in that. Based on the information from our claims register data, our main areas of concern are injuries to child passengers and pedestrians, although we have assisted Kidsafe New South Wales to provide information on pedal cyclists on their web site.

**Mr GIBSON MP (CHAIRMAN):** You talked about the number of hits to the web site. Do you know much about the South African Arrive Alive road safety program? Would a lot of those hits be looking for that web site?

**Ms HAYES:** No, they are unique visits to our site. But I have seen the South African site.

**Mr GIBSON MP (CHAIRMAN):** This is another question from left field, I suppose. If that program is working successfully why are we seeing an increase in the number of P-plate drivers killed on our roads?

**Ms BROWNE:** I think we need to have a multi-pronged approach to that. It is such a complex issue I think it is difficult to identify individual initiatives that contribute to these things. But, overall, if everybody is putting out consistent messages and trying to reach youth in a number of different ways we will hopefully make some progress.

**Mr GIBSON MP (CHAIRMAN):** Are you saying that we are not co-ordinated in that process?

**Ms BROWNE:** No, I am not saying that. I think we are co-ordinated. I think there have been a lot of gains in the area of youth road safety, with a reduction in injuries from 2000 to 2005. Unfortunately, it seems to be on the increase so far this year.

**Mr GIBSON MP (CHAIRMAN):** But that is my question. Why do you think that is, from your perspective?

**Ms BROWNE:** We are not really sure exactly. I understand the Roads and Traffic Authority is looking at those crashes in detail. I imagine that will be brought up at the next task force meeting.

**Mr GIBSON MP (CHAIRMAN):** I am certain that will happen, but I was wondering from your perspective. I know the Roads and Traffic Authority and the Government are all looking at it. I was trying to get your thoughts on it.

**Ms HAYES:** Our focus is more injury.

**Mr GIBSON MP (CHAIRMAN):** But even from the injury perspective?

**Ms HAYES:** The injury rates have probably remained the same or trended down a little bit. Of course, while we are interested in the deaths, we have not focused our particular reference in looking at the circumstances of fatalities. It is more young people's general driving.

### **Changes to the graduated licensing system**

**Mr MAGUIRE MP (STAYS SAFE):** You made mention of the supervised hours briefly in your introduction. There has been discussion about increasing supervised hours to 150 from the current 50. Can you elaborate on the mention you made and if you are involved in any way with the extra supervision or what part you play in that?

**Ms BROWNE:** Yes. The campaign I was referring to was developed to coincide with the changes to the graduated licensing system in July 2000, when they brought in the compulsory 50 hours that were required before getting a licence. That was supporting that at the time.

**Mr MAGUIRE MP (STAYS SAFE):** Have you been asked to develop a program to support an increase from 50 to 150 hours? Have you been directed to prepare for that yet?

**Ms BROWNE:** The Roads and Traffic Authority put out a discussion paper on a range of issues in relation to learner drivers, and the Motor Accidents Authority contributed to that discussion. The evidence would suggest that the more practice drivers get in the learner's phase the more prepared they are going to be when they become fully licensed. That was one of the questions that was in the discussion paper.

**Mr MAGUIRE MP (STAYS SAFE):** But you have not been asked to prepare any programs in readiness for an increase in driver hours supervision?

**Ms BROWNE:** Not specifically, but our communication would always be that 50 hours would be the minimum. The more practice the learner driver can get in the learner

driver phase the better. So we have consistently tried to say that 50 is not a magical number.

**Mr MAGUIRE MP (STAYSAFE):** Have you ever considered that perhaps supervision is not the answer, it is the quality of supervision?

**Ms BROWNE:** That is an important issue. It is the quality of supervision as well.

**Mr MAGUIRE MP (STAYSAFE):** Have you done any work in that field in your capacity of delivering a service? Have you ever investigated anything?

**Ms BROWNE:** The Roads and Traffic Authority provides training workshops for parents of learner drivers and it raises a lot of those issues there and also encourages them to consider also professional driving training as part of it. One of the issues with increasing the number of hours is that it is difficult for some young drivers to gain access to a person who can supervise them for that time. There are also costs involved with getting practice through driving schools. They are some issues that were raised by the young people in their submissions to the Roads and Traffic Authority.

**Mr MAGUIRE MP (STAYSAFE):** The more I am involved with Staysafe and the more I learn, I am beginning to form the opinion very firmly in my mind that it is the type of driving instruction you get and the quality of the supervision rather than the length of hours. Whilst that is important, I think more skills need to be taught and are not being taught under the 50 hours of supervision.

**Ms BROWNE:** I think a range of things are involved, and experience is particularly important as well as age factors.

## Pedestrian safety

**The Hon. ROBERT BROWN MLC (STAYSAFE):** Can you inform the Committee of the actions taken by the Motor Accidents Authority specifically to address pedestrian safety? Can you talk about that for a moment?

**Ms BROWNE:** Yes. Pedestrian safety is a priority area for the Motor Accidents Authority. Pedestrian claims across all ages account for around 10 per cent of claims but around 19 per cent of costs, and pedestrians are overrepresented in claims costs for both brain injuries and lower limb fractures. The countermeasures that are likely to give the most gains in the area of pedestrian safety are generally engineering, speed reduction, environmental changes such as lighting and fencing outside licensed premises, and the Roads and Traffic Authority has a range of countermeasures in place to address pedestrian safety issues that are supported by the Motor Accidents Authority.

In terms of speeding, we have been working with the Roads and Traffic Authority and NSW Police through campaigns such as Operation RoadSafe and Operation West Safe targeting speeding. We have also undertaken some research in the area and promoted those findings to the Roads and Traffic Authority. Because this is an issue for the

Motor Accidents Authority, in 2002 the Authority held a seminar on pedestrian safety to try to keep pedestrian safety up on the agenda, and that was looking at pedestrian safety from an international and New South Wales perspective.

**The Hon. ROBERT BROWN MLC (STAYSAFE):** Is there any age bias within that 10 per cent? In other words, total claims 10 per cent male pedestrians. Is there any identifiable age bias in the pedestrian claim area? Are we talking about children or old people?

**Ms BROWNE:** My recollection is that they are pretty steady across but they tend to peak a bit in the 17 to 25 age group.

**The Hon. ROBERT BROWN MLC (STAYSAFE):** Even in pedestrians?

**Ms BROWNE:** We are not too sure about that.

### **Bicycle riders**

**The Hon. IAN WEST MLC (STAYSAFE):** Where do you put bicycle riders in your statistics? Are they in pedestrians?

**Ms BROWNE:** No. Pedal cyclists claims are quite low in terms of claims. There is some suggestion that they may be increasing and we are keeping a watching brief on that.

**The Hon. IAN WEST MLC (STAYSAFE):** That was not exactly what I meant. I meant is there a category for bicycle riders or do they come under pedestrians?

**Ms HAYES:** No, they are bicycle riders.

### **Older drivers and pedestrians**

**Mr GIBSON MP (CHAIRMAN):** What about older people, where do they come in?

**Ms HAYES:** Ageing is an interesting issue. From the Motor Accidents Authority's perspective it is a twofold perspective. We are interested in claimants who are ageing. Clearly, pedestrians are a particular group of people we are interested in. The challenge for us is to reduce the involvement of older people being involved in accidents, particularly as pedestrians and drivers. We would expect that the CTP scheme offered exactly the same benefits to that group of people as it does to any other claimant. The other challenge is to minimise older drivers causing accidents to other road users. Obviously this is an area that needs to be closely monitored over the next five to 10 years. A look at our particular data is showing that where people are over 80 years old their involvement in causing accidents does rise.

**The Hon. IAN WEST MLC (STAYSAFE):** I thought it was the opposite.

**Ms HAYES:** Over 80 years old?



**The Hon. IAN WEST MLC (STAYSAFE):** Yes.

**Ms HAYES:** No, as the cause of the accident, as being responsible for the accident, it goes up. They are the higher end.

**Mr GIBSON MP (CHAIRMAN):** Are they high cost compared to younger people and children?

**Ms HAYES:** They can be. If it is pedestrian claims clearly they probably would be higher cost.

**Mr BARR MP (STAYSAFE):** The term "cause", what does that mean?

**Ms HAYES:** That driver is at fault in the accident.

**Mr BARR MP (STAYSAFE):** So it is a very narrow definition?

**Ms HAYES:** Yes. In the CTP scheme there needs to be someone at fault in the accident for someone to make a claim under the CTP scheme. It does not cover all motor accidents. So, where there are two drivers, one has to establish which driver is most at fault. When people get to 80 it appears there is a trend towards those people being more responsible for accidents.

**Mr BARR MP (STAYSAFE):** One of the issues, anecdotally anyway, is that older drivers may drive in such a manner that causes frustration to other drivers and they do rash, foolish things. That could be said to be a cause but I do not suppose there is any data on that?

**Ms HAYES:** We have not looked at the particular circumstances of those accidents. At this stage we have just looked at the older drivers involvement. The challenge for the scheme is how do we address that, and clearly it is not a one agency approach. It is an issue that the whole of Government will have to grapple with in the next five to 10 years.

### **Quinlan report into the safety of long-distance trucking**

**The Hon. IAN WEST MLC (STAYSAFE):** What is the progress in implementing the findings and recommendations from the Quinlan report into the safety of long-distance trucking? What is the latest from the implementation of those recommendations? I think the general manager has some committee going?

**Ms BROWNE:** There was. The Quinlan inquiry was funded in, from memory, 2000. The Cabinet Office released a report in, I think, 2001. A multiagency task force was set up. Mr David Bowen, General Manager of the Motor Accidents Authority, chaired the committee. The role of the committee was to look at the recommendations of the report, make recommendations back to Government, consider recommendations that could be best progressed nationally and have a co-ordinated approach to the

recommendations. The members of that committee included the Roads and Traffic Authority and WorkCover New South Wales. They have been and continue to be represented on national committees dealing with issues of the long haul trucking industry. They now have carriage for that. So the task force has not met for quite some time.

**Ms HAYES:** A couple of years.

**Mr GIBSON MP (CHAIRMAN):** So it is a dead duck?

**Ms BROWNE:** No, it reported back to the Government and the Roads and Traffic Authority and WorkCover New South Wales now have carriage for those issues.

**Mr GIBSON MP (CHAIRMAN):** What has been implemented out of the preliminary report?

**Ms BROWNE:** As it was quite some time ago, would I be able to take that question on notice?

**Mr GIBSON MP (CHAIRMAN):** Yes, thank you.

### **Injury Risk Management Research Centre**

**The Hon. ROBERT BROWN MLC (STAYS SAFE):** I note in many of your answers, and I may be wrong, it seems the Motor Accidents Authority relies heavily in its policy directions on statistical analysis based on claims, injuries, costs and so on. Has the development of the Injury Risk Management Research Centre been a useful addition to the road safety effort in New South Wales? If so, why do you believe that is the case? Have you been able to utilise data and research from the centre?

**Ms BROWNE:** Yes, I believe it has been a very useful addition to the road safety effort in New South Wales. I feel the centre has contributed significantly to the development of research and evaluation expertise for injury prevention as a whole, but road safety in particular. They have undertaken a data linkage project where they have linked Roads and Traffic Authority road traffic data with New South Wales inpatient collection data. They are also looking to link other databases, which will be a very valuable resource for people working in injury prevention in New South Wales. They are also looking to link Motor Accidents Authority data but, as you are aware, there are difficulties trying to link these databases because they have all been set up for different purposes.

We continue to provide funding for the centre, along with NSW Health and the Roads and Traffic Authority. Our general manager is a member of the board. The centre has provided us with a lot of information in terms of literature reviews that we request from time to time. For example, when the Road Safety Branch was first established at the Motor Accidents Authority in the late 1988-99 we started working towards developing the program for youth because that was one of our main target areas. They provided a literature review of information around youth and they have subsequently

updated that review and provided information in relation to the child programs. So we use them quite extensively. Also when the ministerial task force was set up in 2001 the centre undertook data analysis and behavioural studies to look at factors that were causing an increase in the road toll at that time.

The centre also has undertaken a five-year retrospective study of coronial records for all children injured in traffic-related fatalities, as commissioned by us, as part of our research into driveway safety for children. More recently we commissioned them, along with the national road safety CTP group that was established in 2003, to prepare a paper on road casualty data and road safety policy development for the Australian College of Road Safety journal to try to highlight issues of injury and the need to be considering injury.

**The Hon. ROBERT BROWN MLC (STAYSAFE):** You would say that the funding has been effective and of benefit to you?

**Ms BROWNE:** I would say so, yes.

### **Motorised pedal cycles**

**Mr BARR MP (STAYSAFE):** Do you have a view on motorised pedal cycles?

**Ms HAYES:** The Motor Accidents Authority is not in a position to have any information on that. Our particular database collects information only where there is a claim under the CTP scheme. So that does not actually show up.

**Mr BARR MP (STAYSAFE):** And never will, as things now stand?

**Ms HAYES:** There needs to be a registered vehicle involved in an accident. While they are not registered that will not show up.

**Mr BARR MP (STAYSAFE):** Not even if a registered vehicle is involved in an accident with one of these vehicles? Would that not come through somehow?

**Ms HAYES:** You make a claim against the owner or driver at fault. Unless it is a registered vehicle at fault it is not likely to show up.

**Mr BARR MP (STAYSAFE):** Do you have a view on that?

**Ms HAYES:** No. I am not familiar enough with the problem to have a view.

**Mr BARR MP (STAYSAFE):** There are motorised vehicles on our roads that can reach respectable speeds for which there is no licensing or registration requirement and no insurance. So it is an issue, I would think.

**Ms HAYES:** It is not an issue that the Motor Accidents Authority can address. I think it is probably one more for the Roads and Traffic Authority than the Motor Accidents Authority.

## Persons riding unregistered vehicles

**The Hon. IAN WEST MLC (STAYSAFE):** So we should ask the Roads and Traffic Authority the question: In these situations does the person riding the unregistered motorcycle or bicycle become a pedestrian in terms of statistics?

**Mr GIBSON MP (CHAIRMAN):** We asked the Roads and Traffic Authority last week to address the matter.

**The Hon. IAN WEST MLC (STAYSAFE):** Are you saying that you know the answer?

**Ms HAYES:** I do not know the answer. It is not an answer I can provide, but the Roads and Traffic Authority may well be able to.

**Mr GIBSON MP (CHAIRMAN):** I am saying that we asked the Roads and Traffic Authority last week. Can you add to that?

**Ms HAYES:** No, I cannot add to it.

**The Hon. IAN WEST MLC (STAYSAFE):** What answer did you get?

**Mr GIBSON MP (CHAIRMAN):** It is an unlicensed vehicle and I am certain the NSW Police will have something to say about it.

**The Hon. IAN WEST MLC (STAYSAFE):** That is not the question I am asking. I am asking, as per the question asked by David Barr, whether a person riding an unregistered bicycle or motorcycle who is involved in an accident becomes a pedestrian for statistical purposes?

**Ms HAYES:** They are not going to get into our statistical database unless they can make a claim under the CTP scheme. Unless the bicycle rider can establish that a vehicle is at fault, they will not be able to make a claim. So it is just not going to show up.

**Mr BARR MP (STAYSAFE):** Do they not even show up as claimants against the driver at fault?

**Ms HAYES:** If the driver is at fault in the accident it may well show up, yes.

**Mr BARR MP (STAYSAFE):** Then you would have some statistics? If so, are they increasing?

**Ms HAYES:** We would have to go to the insurers and get them to look at the claim forms as to the two parties involved. We certainly have not looked at that on our database. We could go back and ask that question.

**Mr GIBSON MP (CHAIRMAN):** Where does it turn up in your statistics? Say hypothetically 50 people riding these unregistered vehicles are injured. Do you say that because the vehicles are unregistered they do not appear in your figures at all?

**Ms HAYES:** To make a claim under the CTP scheme there has to be a driver at fault. If they have a crash involving another vehicle, they would have to establish that the vehicle was at fault. Then they may show up.

**Mr GIBSON MP (CHAIRMAN):** Where does it show up in your figures to indicate the programs have been successful? You said earlier that only the same amount of young people are being injured in motor accidents. As I referred to hypothetically, the 50 people riding these unregistered vehicles who are injured are not put into any category.

**Ms HAYES:** Perhaps I could take the question on notice and go back and talk to our statistics people.

**Mr GIBSON MP (CHAIRMAN):** Is the Motor Accidents Authority the nominal defendant?

**Ms HAYES:** Yes, where the vehicle is capable of registration and is not registered, rather than unregistered vehicles.

**The Hon. IAN WEST MLC (STAYSAFE):** It is a big difference.

**Ms HAYES:** Where they are capable of registration.

**The Hon. IAN WEST MLC (STAYSAFE):** An important distinction that needs to be established is where the riders of these unregistered vehicles fit. I make the bold assumption that they become pedestrians.

**Ms HAYES:** I do not know.

**Mr GIBSON MP (CHAIRMAN):** Would you take that question on notice because it is a very good point?

**Ms HAYES:** Yes.

## Drug driving

**Mr GIBSON MP (CHAIRMAN):** Yesterday it was announced in the newspapers that we are setting up a task force to look at truck drivers who take illegal drugs. Have you been involved in that task force, or have you been asked to be part of that task force?

**Ms HAYES:** This is more a matter for the Roads and Traffic Authority rather than the Motor Accidents Authority. I do not know that we have been asked to be in that task force.

## **Other significant road safety matters involving the Motor Accidents Authority**

QUESTION: Are there any other 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: The Motor Accidents Authority advised that there were no other significant or relevant matters that had not been addressed in the responses to previous questions.

## **Legislative advice concerning road safety or the social and economic costs of road crashes by the Motor Accidents Authority**

QUESTION: Please provide general details of the circumstances where officers employed by the Motor Accidents Authority have provided advice over the period 2000-2005 on proposed legislation/discussion papers etc concerning road safety or the social and economic costs of road crashes.

RESPONSE: The Motor Accidents Authority replied:

### **CTP Scheme**

In 1999 the Special Minister of State introduced the Motor Accidents Compensation Act 1999 which introduced a number of changes including the Motor Accidents Scheme designed to improve access for people injured in motor vehicle accidents to early medical treatment, more streamlined processes for claimants obtaining compensation and to reduce the cost of CTP insurance premiums to drivers of NSW. Officers of the Motor Accidents Authority advised the Minister in the course of the passage of the legislation. In 2000 the Authority continued the implementation of the legislative changes.

The road safety functions of the Motor Accidents Authority were maintained in the 1999 Act.

Officers of the Motor Accidents Authority have provided ongoing advice to the Minister on various road safety issues as required.

### **Inquiry into the Long Haul Trucking Industry**

In 1999 the Motor Accidents Authority funded the University of NSW to undertake an Inquiry into the Long Haul Trucking Industry with the aim of reporting on safety in the industry including occupational problems. Evidence was provided in the form of written submissions and at a series of regional public hearings. A final report was received in 2000 for consideration by the Authority and relevant stakeholders. In October 2001, Cabinet approved the release of the Quinlan Report on Safety in the Long Haul Trucking Industry. A Taskforce, chaired by the MAA General Manager, and including representation from the Roads and Traffic Authority, the WorkCover Authority, Department of Industrial Relations, NSW Police Service, and the Cabinet

Office, was established to oversee and review implementation of the report's recommendations.

#### *Government Agencies Road Safety Council (GARS)*

As a member of GARS Mr David Bowen, MAA General Manager, regularly provides comment on road safety matters brought to the attention of the Council which on occasion considers matters of a legislative nature.

#### **Ministerial Road Safety Taskforce**

As a member of the Ministerial Road Safety Taskforce Mr David Bowen, MAA General Manager, regularly provides comment on road safety matters brought to the attention of the Taskforce, for example, the RTA Youth Discussion paper and Fines and Demerit Points Review.

#### **Summits**

The Motor Accidents Authority provided relevant information and comment on papers prepared for the NSW Alcohol Summit in 2003 and the NSW Country Road Safety Summit in 2004.

#### **Committees**

The Motor Accidents Authority was also represented on the Steering Committees established to research the *Feasibility of Installing Seatbelts on School Buses* and the *Trial of Flashing Lights in School Zones*. In response to the recommendations of the NSW Child Death Review Team, in 2000 the Authority established a broad based intersectoral steering committee including both government and community agencies to develop and coordinate a multi disciplinary approach to address driveway safety issues. The Children Killed and Injured in Driveways Steering Committee has overseen a range of initiatives. Substantive changes to practice include the routine testing by NRMA Insurance of the reversing visibility of popular vehicles, the preparation of a technical specification for devices to improve visibility to the rear of vehicles and the inclusion of key driveway safety messages into NSW Health publications.

## Chapter Three—

# GOVERNANCE AND ADMINISTRATION ISSUES RELATING TO ROAD SAFETY FOR THE MOTOR ACCIDENTS AUTHORITY, 2000-2005

### MAA strategic priorities and Road Safety 2010

**Mr GIBSON MP (CHAIRMAN):** How does the Motor Accidents Authority balance its specific agency concerns and statutory obligations with the general road safety plan for New South Wales, particularly when your strategic priorities differ from the general priorities established under the Road Safety 2010 strategy?

**Ms HAYES:** Certainly the Motor Accidents Authority has no particular issues with Road Safety 2010.

**Mr GIBSON MP (CHAIRMAN):** Is it achievable?

**Ms HAYES:** That is a very hard question. One would hope it is achievable I assume parts of that will be achievable and others will not be.

**Mr GIBSON MP (CHAIRMAN):** That is a fairly general answer—some may be and some may not be. Would you like to elaborate on some that may be and some that may not be?

**Ms HAYES:** The Roads and Traffic Authority is probably in a better position to talk about which bits it sees as achievable. The bits we are particularly interested in are behaviour and community action. I would think those particular ones are achievable from our perspective. The Motor Accidents Authority, while supportive of Road Safety 2010, is clearly not the lead road safety agency in New South Wales. Our agenda, while it is set in legislation, is essentially coming from our interest as a regulator of the compulsory third party [CTP] scheme. So, we are interested in particular circumstances or injuries that result in claims to the CTP scheme.

Therefore we are interested in particular areas that are high claims costs. Often those priorities—and because we focus on injuries rather than fatalities—may well be different from the Roads and Traffic Authority. That is why our particular interests are children, young people, more vulnerable road users, like pedestrians, whereas the Roads and Traffic Authority would have a much bigger state-wide agenda. That is how we try to balance the interests. We look at what our particular priorities need to be almost on an annual basis, and I think it is fair to say they have not changed over the life of the scheme, it is the same groups of people who continue to be most at risk, so



we will continue to work in those areas even though other agencies may be working in different areas.

## Road safety administration

**Mr GIBSON MP (CHAIRMAN):** Given the way the authorities work at the moment, do you think that is the best system leading into the twenty-first century? If you do not, what changes do you think we should make?

**Ms HAYES:** I guess the challenge with road safety is to be able to address all the factors involved: safer roads, safer vehicles and safer drivers. Some of these matters are more clearly the responsibility of one agency, while others can be shared. The Motor Accidents Authority considers that the Roads and Traffic Authority is the most appropriate agency to be the lead road safety agency in government.

I think the critical point is perhaps not where the primary responsibility lies but in ensuring that there is a close working relationship between the various agencies involved, and also, within agencies as big as the Roads and Traffic Authority, to make sure that whatever the organisational structure, the corporate objectives and priorities are set and that they pursue those, rather than where things actually sit. I think the structure we have in New South Wales is working reasonably well.

**Mr GIBSON MP (CHAIRMAN):** Have you ever compared prior to 1988? After 1988 we have a totally different concept, because road safety was an appendage put onto the Roads and Traffic Authority, where as prior to 1988 it stood on its own merits; it was the department in its own right—and so it should be; more people are being killed on the roads than by any thing else we do in this nation, and a large amount is spent on rehabilitation, addressing people's injuries, and so on. Do you think it would be better if it had an autonomy of its own, rather than being an appendage of a big organisation such as the Roads and Traffic Authority?

**Ms HAYES:** I can only speak from the perspective of the Motor Accidents Authority. The current structure works well from our perspective. We are invited to sit on the major committees, in particular the government agencies in road safety committee, as well as the road safety task force. The value of those committees is that they meet regularly, so there is the opportunity to make sure we are co-ordinating our efforts rather than duplicating them. The people who attend them are generally high-level management from each organisation. So if there are opportunities to have decisions made and things done quickly, those mechanisms are usually very useful for that. From my perspective, I think the current structure is adequate.

**Mr GIBSON MP (CHAIRMAN):** If I were to say that the RTA, under oath, was asked to name a major initiative that it has come up with in road safety in the last 10 years and that for quite some time it failed to be able to do that, would you still think it is the right way to go into the twenty-first century?

**Ms HAYES:** Without being there and hearing the context of the conversation, I would be surprised that there are not a number of initiatives that any agency can highlight in the last 10 years—

**Mr GIBSON MP (CHAIRMAN):** Paul Forward sat in the chair and, after 10 minutes, could not give us one initiative. He named a lot, but they were initiatives of this Committee.

**Ms HAYES:** From our perspective, the Motor Accidents Authority is very confident with the road safety part of the Roads and Traffic Authority. I think its current leadership, from Dr Soames Job, is very impressive. I think he has worked very hard to work within the Roads and Traffic Authority to make sure that road safety does play an important part, and to become involved in fairly important things to do with media campaigns, enforcement strategies, and all the things we need to be looking at to be effective.

### **Motor Accidents Authority budget for road safety activities**

**QUESTION:** What was the Motor Accidents Authority's 2001-2002 budget? What proportion of this was spent on activities relevant to road safety (including both preventative activities and activities associated with the rehabilitation of road crash victims)?

**RESPONSE:** The total Motor Accidents Authority budget for the financial year 2001/2002 was \$19,945,000.

\$2,310,000 was budgeted for injury prevention programs including grants for projects, promotion/sponsorships, marketing/advertising activity for purposes of road safety public education and actual expenditure for the year was \$2,897,000

\$2,725,000 was budgeted for post injury initiatives, including project grants and actual expenditure for the year was \$2,512,000.

It should be noted that payments for Motor Accidents Authority funded initiatives are largely made on a quarterly basis during a project term which may extend beyond 12 months. The annual budget therefore only reflects a 12 month projected cash flow for approved projects and estimated expenditure for new projects likely to be considered for funding during the financial year. The balance of approved funding committed by the MAA for expenditure beyond the budget year is therefore an important consideration.

### **Co-ordination with other agencies**

**Mr MAGUIRE MP (STAYSAFE):** You mentioned you thought your organisation was reasonably well co-ordinated, I would suspect, with others. Have you identified any deficiencies that could be perhaps improved, where there is room for adjustment to improve the co-ordination across agencies?

**Ms HAYES:** I suppose there is always room for improvement. I cannot think of any particular areas or the specific agencies where there is an unco-operative relationship. We are probably all striving for exactly the same thing.

**Mr MAGUIRE MP (STAYSAFE):** It is not so much the unco-operativeness but more to the point that quite often an agency will identify with another, ways that the system can be tweaked to improve communication or improve the strategies you are implementing. I am asking you, as someone in the organisation looking at others, what have you identified to improve road safety and reduce trauma?

**Ms HAYES:** I think the things we are doing are probably things we need to keep doing, but it is a matter of making sure we do not take our eye off the ball and consistently do the same things.

## Chapter Four—

# ROAD SAFETY PUBLICATIONS, SPEECHES AND PRESENTATIONS BY THE MOTOR ACCIDENTS AUTHORITY, 2000-2005

### Road safety publications involving the Motor Accidents Authority

QUESTION: Please supply bibliographic detail of monographs, reports, chapters, journal articles, or pamphlets on road safety or the social and economic costs of road crashes, or related topics that were written by officers of the Motor Accidents Authority, or consultants contracted to the Motor Accidents Authority, that were published over the period 2000-2005.

Relevant publications are as follows:

The MAA's newsletter '*InforMAAtion.*'

The Local Government Road Safety Program newsletter. This includes information on MAA funded local government road safety initiatives managed by the Institute of Public Works Engineering Australia – NSW Division (IPWEA).

Booklet on the Local Government Excellence in Road Safety Awards produced by IPWEA.

The MAA commissioned the NSW Injury Risk Management Research Centre to undertake a literature search and develop a *Young Driver Issues Paper* as a planning tool for the development of the MAA Youth Road Safety Program. A copy is available on the MAA website [www.maa.nsw.gov.au](http://www.maa.nsw.gov.au).

The MAA commissioned GdP Consulting to undertake a literature review on the implications of child development for independent road use. This paper has been used as a reference document by a number of road safety agencies. A copy is available on the MAA website [www.maa.nsw.gov.au](http://www.maa.nsw.gov.au).

The Motor Accidents Authority funded research on reversing devices as part of the work of the Children Killed and Injured in Driveways Steering Committee has supported the development of an RTA technical specification on 'Devices to assist in reducing the risk to young pedestrians from reversing motor vehicles'. The specification is on the Roads and Traffic Authority website at [http://www.rta.nsw.gov.au/registration/vehiclestandards/technical\\_specifications.html](http://www.rta.nsw.gov.au/registration/vehiclestandards/technical_specifications.html).

In 2003 the MAA, with the CTP National Road Safety Group, commissioned NSW Injury Risk Management Research Centre to prepare a paper on road casualty data

and road safety policy development for publication in the 2004 Year Book of the Australian College of Road Safety.

Over the period 2000-2005 the MAA has been involved in the publication of a number of brochures including "Where are your kids? Driveway safety brochure" with the Children Killed and Injured in Driveways Steering Committee; 'choose right fit right' child passenger safety brochure with Kidsafe NSW; 'kids need a hand in traffic' child pedestrian safety brochure with Kidsafe NSW; 'Get Going: Moving Kids Safely on Farms' with Farmsafe Australia.

The Motor Accidents Authority's website contains copies of Annual Reports 2000-2005 and information on Authority funded road safety initiatives including relevant research reports.

In addition to sponsored papers, Motor Accidents Authority research has generated journal articles in a range of industry journals including the Medical Journal of Australia, Injury Prevention and Traffic Injury Prevention.

### **Road safety speeches and presentations involving the Motor Accidents Authority**

QUESTION: Please supply details of papers, seminars and speeches delivered by officers employed by the Motor Accidents Authority, or consultants contracted to the Motor Accidents Authority, over the period 2000-2005 that addressed topics of road safety or the social and the economic costs of road crashes.

RESPONSE: Details of papers, seminars and speeches delivered 2000-2005 include:

- Motor Accidents Authority Young Drivers Seminar, 2000.\*
- Presentation of CTP data on Pedestrians, Ms Susan Suhood, Senior Research Analyst, IMEA Conference 2000.\*
- Motor Accidents Authority seminar on outcomes of the Children Killed and Injured in Driveways Project 2001.
- Driveway Presentation to IPWEA Annual Conference (2003), Julie Edwards, Senior Advisor Road Safety.\*
- Driveway Presentation to Local Government Road Safety Conference (2004), Julie Edwards, Senior Advisor Road Safety.\*
- 2002 Local Government Road Safety Conference addressing road safety professionals, local government personnel and community groups, Mr David Bowen, General Manager MAA.
- 2000-2005 Local Government Excellence in Road Safety Awards presentations, Mr David Bowen, General Manager or an MAA representative.
- MAA seminar on pedestrian safety from international and NSW perspective including sponsorship of keynote speaker Jeanne Breen, Executive Director of the European Transport Safety Council 2002.\*

- Motor Accidents Authority seminar to promote MAA funded motorcycle safety research findings 2002.
- MAA/NRMA child road safety seminar to highlight recent New South Wales research, 2003.\*
- South Sydney rugby league players tour of regional NSW high schools gave Arrive alive road safety presentations 2002.
- South Sydney rugby league players and NSW Police Youth Liaison Officers gave Arrive alive presentations in high schools in Sydney's south and east in 2003 - 2005.
- South Sydney Rugby League, West Tigers and St George Illawarra Dragons representatives gave road safety presentations to high school students in 2004-05.
- NSW state women's soccer and netball representatives gave presentations to high school students 2003-2005.
- Central Coast Mariners (soccer) and Sydney Kings (basketball) players gave road safety presentations to high school students 2005.
- Joint paper presentation on NSW Sober Driver Program to the Road Safety Research Education and Policing Conference Perth 2004, Gill Browne Principal Advisor Road Safety.
- Joint sponsorship with the Roads and Traffic Authority of the NSW Country Road Safety Summit 2004.
- Annual sponsorship of road safety stream at IPWEA conferences, 2000-2005.
- Sponsorship with the Roads and Traffic Authority of the Local Government Road Safety Conference, 2000 and 2004.
- Paper presentation at 2005 IPWEA annual conference, on MAA funded evaluation of Rotary Young Driver Awareness Program (RYDA) by consultant Dr Jane Elkington.
- 2005 MAA sponsored industry seminar conducted by the Motorcycle Council of NSW on motorcycle protective clothing.
- Presentation on Kidsafe/MAA Child Road Safety Initiative, Road Safety Research Education and Policing Conference Sydney, 2003, Julie Edwards, Senior Advisor, Road Safety.

Note: \* indicates papers that are available on the Motor Accidents Authority website at [www.maa.nsw.gov.au](http://www.maa.nsw.gov.au)

Officers of the Motor Accidents Authority also refer to road safety in the context of speaking about the role and function of the Authority in a range of forums, although these are not dedicated papers, seminars or speeches on road safety. The officers involved in such speaking engagements include Mr Richard Grellman (Chairman of the Motor Accidents Authority Board), Mr. David Bowen (General Manager), Ms Kathy Hayes (Manager Injury Prevention and Management), Ms Gillian Browne (Principal Advisor Road Safety), and Ms Julie Edwards (Senior Advisor Road Safety). The

references to road safety are generally in the context of discussing the Motor Accidents Authority role, which includes road safety, or in providing information about funded projects. The groups which are generally addressed include CTP insurers, lawyers, road safety and health professionals and community groups.

# WITNESSES WHO TESTIFIED IN PUBLIC HEARINGS BEFORE THE STAYSAFE COMMITTEE FOR THE INQUIRY INTO ROAD SAFETY ADMINISTRATION AND MID-TERM REVIEW OF THE ROAD SAFETY 2010 STRATEGY

## Monday 18 September 2006

Mr Les Wielinga, Roads and Traffic Authority

Mr Michael Bushby, Roads and Traffic Authority

Dr Soames Job, Roads and Traffic Authority

Mr Jim Glasson, Ministry of Transport

Mr Roy Wakelin-King, Ministry of Transport

Mr Robert Randall, Department of Education and Training

Mr Paul Doorn, Department of Education and Training

Ms Beryl Jamison, Department of Education and Training

Ms Pam Albany, New South Wales Health

## Monday 25 September 2006

Kathy Hayes, Motor Accidents Authority Of New South Wales

Gillian Browne, Motor Accidents Authority Of New South Wales

Ronald Dorrough, Traffic Service Branch, New South Wales Police

John Hartley, Traffic Service Branch, New South Wales Police

Leslie Blake, WorkCover Authority

Jennifer Thomas, WorkCover Authority

Craig Lamberton, Department Of Environment And Conservation

Alan Ritchie, Department Of Environment And Conservation

Geoffrey Mellor, Manager, Department Of Environment And Conservation

Ernest Schmitt, Judicial Commission Of New South Wales

Hugh Donnelly, Judicial Commission Of New South Wales



Laura Wells, Criminal Law Review Division, New South Wales Attorney General's  
Department

Jacqueline Fitzgerald, Deputy Director, Bureau Of Crime Statistics And Research

# SUBMISSIONS RECEIVED BY THE STAYSAFE COMMITTEE FOR THE INQUIRY INTO ROAD SAFETY ADMINISTRATION AND MID-TERM REVIEW OF THE ROAD SAFETY 2010 STRATEGY

- MTR 001 Hon. John Della Bosca MLC, Special Minister of State, Level 30, Governor Macquarie Tower, 1 Farrer Place, SYDNEY NSW 2000, regarding road safety activities by the Motor Accidents Authority over the period 2000-2005. (STC243, C06/2255, IF)
- MTR 002 Hon. John Watkins MP, Deputy Premier, Minister for Transport, Level 30, Governor Macquarie Tower, 1 Farrer Place, SYDNEY NSW 2000, regarding road safety situation in New South Wales over 2000-2005. (STC240, C06/2490, MY)
- MTR 003 Hon. Eric Roozendaal MLC, Minister for Roads, Level 30, Governor Macquarie Tower, 1 Farrer Place, SYDNEY NSW 2000, regarding road safety situation in New South Wales over 2000-2005. (STC238, C06/2493, IF)
- MTR 004 Hon. Carmel Tebbutt MP, Minister for Education and Training, Level 33, Governor Macquarie Tower, 1 Farrer Place, SYDNEY NSW 2000, regarding road safety situation in New South Wales over 2000-2005. (STC242, C06/2495, MY)
- MTR 005 Mr Matt Monahan, Office of the Director-General, NSW Health, Locked Mail Bag 961, NORTH SYDNEY NSW 2059, regarding road safety situation in New South Wales over 2000-2005. (STC241, C06/2496, MY)
- MTR 006 Mr Brendan Stone, Criminal Law Review Division, NSW Attorney General's Department, GO Box 6, SYDNEY NSW 2001, regarding road safety situation in New South Wales over 2000-2005. (STC241, C06/2532, AP)
- MTR 007 Hon. Carl Scully MP, Minister for Police, Level 36, Governor Macquarie Tower, 1 Farrer Place, SYDNEY 2000, regarding road safety situation in New South Wales over 2000-2005. (STC239, C06/2536, MY)
- MTR 008 Hon. Bob Debus MP, Minister for the Environment, Level 36, Governor Macquarie Tower, 1 Farrer Place, SYDNEY NSW 2000, regarding road safety situation in New South Wales over 2000-2005. (STC246, C06/2538, IF)
- MTR 009 Hon. John Della Bosca MLC, Special Minister of State, Level 30, Governor Macquarie Tower, 1 Farrer Place, SYDNEY NSW 2000, regarding road safety activities by the WorkCover Authority over the period 2000-2005. (STC247, C06/2560, MY)



## Appendix A –

### Road safety research activities conducted or funded by the Motor Accidents Authority, 2000-2005

The Motor Accidents Authority aims to contribute to the reduction of road trauma by funding road safety programs and research targeting high risk groups and supporting professional education.

In 2001/02 an annual call for grants program was established focussing on MAA priority areas. Previously, research projects were assessed as received. In general copies of research reports have been made available to the Roads and Traffic Authority, promoted via media releases and the MAA website, presented by researchers at relevant conferences and MAA seminars, informed MAA road safety program development where relevant, and researchers have sought publication in relevant journals. Since 2005 the MAA has not publicly called for research projects and has only funded research to support program development.

The Motor Accidents Authority had five major (above \$20,000) injury prevention research projects in progress in 2001, as follows:

Project Title: Fatalities in elderly drivers and pedestrians: Neuropathological evaluation of sub-clinical dementia

Project Coordinator: Phil Waite

Organisation: School of Anatomy, University of NSW

Approved Funding: \$240,000

Date Approved: 13/06/2000

Description of Project: Fatalities in the over 65 years age group make up the second highest demographic in Australia. Many of these drivers have been found to be at fault in the accident, and most of these accidents are multi-vehicle crashes where other drivers, passengers and pedestrians are likely to be injured. This study will highlight a specific area of concern, which if addressed may lead to reductions in traffic crashes in this older age group.

Status: Completed.

Project Title: Interaction of Mild Sleep Apnoea, Sleep Deprivation, Circadian Factors and Alcohol in Driving Fatigue Risk

Project Coordinator: Ron Grunstein

Organisation: Institute of Respiratory Medicine

Approved Funding: \$147,400

Date Approved: 30/06/2000

Description of Project: A research project to investigate the relationship between mild sleep apnea, sleep deprivation, circadian factors and alcohol in driving fatigue risk.

Status: Completed.

Project Title: Australian National Crash In-depth Study (ANCIS)  
Project Coordinator: Brian Fildes  
Organisation: Monash University Accident Research Centre, MUARC  
Approved Funding: \$60,000  
Date Approved: 14/12/1999

Description of Project: This project aims to establish an Australia-wide in-depth vehicle crash database that will be used to monitor safety improvements and identify emerging vehicle safety issues.

Status: This project continues to receive ongoing funding.

Project Title: Initial Development of a Fatigue Warning Device  
Project Coordinator: Ashley Craig  
Organisation(s): University of Technology, Sydney  
Approved Funding: \$78,040  
Date Approved: 01/12/1999

Description of Project: Project to isolate fatigue trends in a specialist group of professional drivers and comparisons made to non-professional drivers. Data collected will be used to develop an initial prototype of a fatigue testing device.

Status: Completed.

Project Title: Injury Risk Management Research Centre  
Project Coordinator: Pam Albany  
Organisation(s): NSW Health  
Approved Funding: \$300,000  
Date Approved: 01/11/1997

Description of Project: The MAA, with NSW Health and the Roads and Traffic Authority (RTA), has committed funds to the establishment and operation of the Injury Risk Management Research Centre to build up research and evaluation expertise for injury prevention in NSW.

Status: The Centre was established in late 1999 and continues to receive ongoing funding. The Centre has provided research assistance and advice to support the development of MAA road safety initiatives.

The Motor Accidents Authority funded seven new major (above \$20,000) injury prevention research projects in 2001, as follows:

Project Title: Development of a consumer evaluation program of pedal cycle helmets for child pedal cyclists.

Project Coordinator: Michael Griffiths  
Organisation: Road Safety Solutions  
Approved Funding: \$92,865  
Date Approved: 19/12/2001

Description of Project: The project proposes to develop a test methodology and evaluation process for a consumer evaluation program of pedal cycle helmets for use by children. The project will be conducted in two stages with stage two conditional on results of stage one

Status: Stage one completed.

Project Title:– Identification of injury mechanism for child occupants aged 2 – 8 years in motor vehicle accidents

Project Coordinator: Lynne Bilston

Organisation: University of NSW

Approved Funding: \$96,687

Date Approved: 19/12/2001

Description of Project: This project examines crash and injury data on injuries sustained by children aged 2-8 in motor vehicle accidents. This data is used to identify the principal serious injuries sustained, and the relationship between the injury mechanism(s) and the use or misuse of restraints (booster seats, harnesses and adult seatbelts). Recommendations for developing targeted education programs, and restraint system modifications will be made.

Status: Completed.

Project Title – Different perceptions of intersection priority rules by drivers and pedestrians

Project Coordinator: Julie Hatfield

Organisation: Department of Psychology, University of Sydney

Approved Funding: \$36,440

Date Approved: 19/12/2001

Project Description: This project examines the behaviour of drivers and pedestrians at traffic light controlled intersections. The information will be used to improve understanding of the knowledge and attitudes of drivers and pedestrians in relation to right of way issues and to provide the basis for developing counter-measures to reduce pedestrian road trauma.

Status: Completed.

Project Title: – Improving knowledge about sleep and sleepiness in young drivers

Project Coordinator: Delwyn Bartlett

Organisation: Sleep Research Group, Institute of Respiratory Medicine, Royal Prince Alfred Hospital

Approved Funding: \$65,000

Date Approved: 16/08/2001

Description of Project: This research aims to examine sleep health knowledge, current activity patterns and sleep quality in young drivers. It will also encompass the relative risk of fatigue-related performance effects, and perceptions and attitudes towards any demonstrated risk of fatigue-related motor vehicle accidents.

Status: Completed.

Project Title: In-Vehicle Intelligent Transport Systems and Young Novice Driver Safety

Project Coordinator: Michael Regan

Organisation: MUARC, Monash University

Approved Funding: \$49,862

Date Approved: 30/08/2001

Description of Project: The aim of this three stage research program is to select trial and evaluate the effectiveness of one or more in vehicle intelligent transport system technologies considered having significant potential to reduce the incidence and severity of young novice crashes.

Status: Completed.

Project Title: Road Related Illusory Invulnerability and Risky Driving

Project Coordinator: Julie Hatfield

Organisation: Department of Psychology, University of Sydney

Approved Funding: \$106,602

Date Approved: 13/02/2001

Description of Project: This project is a study to develop strategies to reduce road-related illusory invulnerability and risky driving for school aged children and young drivers. Illusory invulnerability is an individual's belief that unpleasant events [such as road crashes] are less likely to happen to them than to their peers.

Status: Completed.

Project Title: Road User Behaviour Study

Project Coordinator: Rosemary Rouse

Organisation: Roads and Traffic Authority

Approved Funding: \$100,000

Date Approved: 28/02/2001

Description of Project: The Road Safety Taskforce, established in 2001, acted as a steering committee for a comprehensive research study jointly funded by the RTA and MAA to research causes of crashes and assess behavioural and other measures which may have an impact on rate of crashes.

Status: Completed. Final documents including recommendations were distributed by the RTA and progress against recommendations was reported to the Taskforce.

The Motor Accidents Authority had two minor (\$20,000 or under) injury prevention research projects in progress in 2001, as follows:

Project Title: Trial of Sensor Devices - Child Deaths and Injuries in Driveways

Project Coordinator: Michael Paine

Organisation: Vehicle Design and Research

Approved Funding: \$20,000

Date Approved: 30/10/2000

Description of Project: Research to describe possible technical solutions to reduce risk of young pedestrians being run over by reversing motor vehicles.

Status: Completed.

Project Title: Prospective Study of Injuries - Child Deaths and Injuries in Driveways

Project Coordinator: Danny Cass

Organisation: New Children's Hospital

Approved Funding: \$15,000

Date Approved: 29/11/2000

Description of Project: This project is designed to conduct a systematic prospective follow up of all driveway injuries that come to the notice of the New Children's Hospital Westmead.

Status: Completed.

The Motor Accidents Authority approved five new minor (\$20,000 or under) injury prevention research projects in 2001, as follows:

Project Title: Drink Driving in the Australian Pacific Islander Community

Project Coordinator: Michelle Toms

Organisation: Drug and Alcohol Multicultural Education Centre

Approved Funding: \$13,910

Date Approved: 19/12/2001

Description of Project: The project will investigate drink-driving and drink-walking issues in the Australian Pacific Islander (PI) community. Strategies for reducing the risk of harm for drink-driving and drink-walking in these communities will be developed.

Status: Completed

Project Title: Gap Acceptance by Young and Mature Drivers

Project Coordinator: Graham Starmer

Organisation: University of Sydney

Approved Funding: \$11,200

Date Approved: 30/08/2001

Description of project: This study aims to investigate the perceptual ability of both young and mature drivers while sober and under the influence of alcohol using a driver simulator.

Status: Completed.

Project Title: Investigation of Motorcycle Crash Patterns for Riders aged 17-25 in NSW

Project Coordinator: Ron Christie

Organisation: RCSC Services

Approved Funding: \$20,000

Date Approved: 01/08/2001

Description of Project: This project will investigate and summarise motorcycle crash patterns for NSW riders aged from 17-25 years (including pillion passengers) and will identify appropriate countermeasures.

Status: Completed.

Project Title: Effect of loud music on the driving behaviour of adolescents research project

Project Coordinator: Jim Bright

Organisation: School of Psychology, University of NSW

Approved Funding: \$7,910

Date Approved: 09/11/2000

Description of Project: The study will investigate the role that loud music may play in the over involvement of young drivers in crashes.

Status: Completed.

Project Title: Development and Validation of an Australian Video Speed Test

Project Coordinator: Jennifer Thornton

Organisation: Department of Marketing, University of Wollongong

Approved Funding: \$17,988

Date of Approved: 01/08/2001

Description of Project: The development and validation of an Australian video driving simulation test called the Australian Video Speed Test (AVST).

Status: Completed





## Appendix B –

### Extracts from the minutes of the STAYSAFE Committee regarding the inquiry into road safety administration and mid-term review of the Road Safety 2010 strategy

This appendix contains relevant extracts from the minutes of STAYSAFE Committee meetings of:

- Friday 15 December 2006

regarding the inquiry into road safety administration and mid-term review of the Road Safety 2010 strategy.

# STAYS SAFE

## PROCEEDINGS OF THE JOINT STANDING COMMITTEE ON ROAD SAFETY

11:30 A.M., FRIDAY 15 DECEMBER 2006  
AT PARLIAMENT HOUSE, SYDNEY

### MEMBERS PRESENT

#### *Legislative Council*

Mr West  
Mr Colless

#### *Legislative Assembly*

Mr Gibson  
Mr Maguire  
Mr Barr

Also in attendance: Mr Faulks, Manager of the Committee, Ms Jay, Senior Committee Officer, and Ms Yeoh, Assistant Committee Officer

The Chairman presiding.

### 1. Apologies

Apologies were received from Mr Souris, Mr Bartlett, Mr Hunter, Ms Hay and Mr Brown.

### 2. Previous minutes

On the motion of Mr Colless, seconded Mr Barr, the minutes of Meeting No. 52 held on Monday 13 November 2006 was accepted as a true and accurate record.

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6. Consideration of Chairman's draft report: 'Inquiry into road safety administration and mid-term review of the New South Wales Road Safety 2010 strategy: Report on actions undertaken by the Motor Accidents Authority to address the road safety situation in New South Wales, 2000-2005'

The Chairman presented the draft report: 'Inquiry into road safety administration and mid-term review of the New South Wales Road Safety 2010 strategy: Report on actions undertaken by the Motor Accidents Authority to address the road safety situation in New South Wales, 2000-2005'.

The draft report was accepted as being read.

The Committee proceeded to deliberate on the draft report:

Chapter 1

Paras. 1.1 – 1.12: read and agreed to

Chapters 2-4: read and agreed to

Appendix 1-3: read and agreed to

The following motions are required:

On the motion of Mr Barr, seconded Mr West:

That the draft report: 'Inquiry into road safety administration and mid-term review of the New South Wales Road Safety 2010 strategy: Report on actions undertaken by the Motor Accidents Authority to address the road safety situation in New South Wales, 2000-2005' be read and agreed to.

Passed unanimously.

On the motion of Mr Barr, seconded Mr West:

That the draft report: 'Inquiry into road safety administration and mid-term review of the New South Wales Road Safety 2010 strategy: Report on actions undertaken by the Motor Accidents Authority to address the road safety situation in New South Wales, 2000-2005' be accepted as a report of the STAYSAFE Committee, and that it be signed by the Chairman and presented to the House.

Passed unanimously.

On the motion of Mr Barr, seconded Mr West:

That the Chairman and Committee Manager be permitted to correct any stylistic, typographical and grammatical errors in the report.

Passed unanimously.

.....

## 17. General business

.....

There being no further business, the Committee adjourned at 12:30 p.m..

Chairman

Committee Manager

## Appendix C—

# Reports of the STAYSAFE Committee 1982-2006

STAYSAFE 1 (1982)	Alcohol, drugs and road safety.
STAYSAFE 2 (1984)	Car driver licensing and road safety.
STAYSAFE 3 (1984)	Motorcycling safety.
STAYSAFE 4 (1985)	Is there a police quota system?
STAYSAFE 5 (1985)	Traffic law enforcement.
STAYSAFE 6 (1985)	The administration of random breath testing.
STAYSAFE 7 (1986)	Police hot pursuits.
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