



Transport for NSW

Responses to Questions on Notice

Joint Select Committee on Road Safety

Inquiry into steps that can be taken to reduce
Australia's road accident rates, trauma and deaths
on our roads

Hearing Date – Wednesday, 22 July 2020

Written Questions on Notice

QUESTION: DATA

1. What nationally consistent data relating to vehicle accidents would you like to see collected, and which body should collect the data? Should the data be made public?

ANSWER:

The Bureau of Infrastructure, Transport and Regional Economics (BITRE) receives data on casualty crashes from all jurisdictions and maintains the Australian Road Death database, which provides basic details of road transport crash fatalities in Australia as reported by the police to jurisdictional road safety authorities.

The need for a suitable national data series on serious injuries has been repeatedly acknowledged by the Australian Government and all jurisdictions. The National Road Safety Strategy notes the need for greater attention to serious injury and the setting of a national serious injury target. Work should continue at a national level to identify a national serious injury dataset coupled with enabling jurisdictions to undertake their own data linkage projects. A national serious injury dataset should be made public once available.

The NSW Government has established the first regular data linkage process updated quarterly for the routine collection of road crash serious injury information in Australia. The data on serious injury crashes as well as a range of other crash related data and information are made public through data visualisations in NSW for all matched data for admission to hospital serious injury crashes on the road network dating from 2005.

The Office of Road Safety should drive this initiative.

QUESTION: TARGETS

2. The 2018 Inquiry into the National Road Safety Strategy 2011-20 Report recommends the Commonwealth and States commit to an interim target of vision zero for all major capital city CBD areas, and high volume highways by 2030. Does your organisation support the Commonwealth and State Governments adopting this target?

ANSWER:

Transport for NSW supports the adoption of a zero road trauma target over the longer term, supported by ambitious interim targets by 2030 and beyond. Vision zero for specific parts of the road network could be considered once an overall national trauma target for 2030 is agreed and supported by delivery of high-benefit safety measures across the road system.

The NSW Government's *Future Transport 2056* includes a target of zero transport deaths and serious injuries by 2056, and the current Road Safety Plan 2021 (the Plan) includes a target of 30 per cent reduction in fatalities and serious injuries by the end of 2021. Development of the next NSW road safety plan will include consideration of further trauma reduction targets.

QUESTION: SPEED MANAGEMENT

3. Does your organisation support the installation of point to point speed cameras on all Commonwealth funded roads in the future? Should the Commonwealth Government make the allocation of funding to the States conditional on this commitment being met?

ANSWER:

Transport for NSW supports the use of point to point speed cameras (average speed cameras) alongside other speed enforcement measures. In NSW, speed camera enforcement includes fixed digital speed cameras, red light speed cameras, mobile speed cameras and heavy vehicle average speed cameras.

Speed cameras have been proven to make roads safer through improved driver behaviour by reducing speeding and in turn the number and severity of crashes. Speed cameras support police enforcement by broadening the benefits of speed enforcement across the network. They can also operate at locations that are difficult for police to enforce.

QUESTION: ROAD STANDARDS

4. To what safety standard should all Commonwealth funded road projects be built? Should funding for projects be conditional on a particular safety standard being met?

ANSWER:

The Commonwealth invests in large infrastructure projects, but the measure for ongoing public safety performance of the infrastructure is not always specified. The Commonwealth should ensure funding for new roads and major road improvements is contingent on delivery of specific Safe System infrastructure treatments such as safety barriers and audio tactile line marking, as agreed by the Transport Infrastructure Council in August last year. As a starting point the safety treatments outlined in the guidelines developed by Austroads should be adopted as minimum standards by the Commonwealth.

Building safety outcomes into the development of all new infrastructure projects from the beginning is a cost-effective approach to achieving safety benefits, given the substantially greater investment that would be needed to retrofit safety improvements in the future. It also demonstrates to the community a clear long-term commitment to provision of safe and reliable transport.