

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  
in the Health portfolio to address the  
road safety situation in New South Wales, 2000-2005

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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 in the Health portfolio 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 Health portfolio 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 Health portfolio 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 Health portfolio's road safety activities and initiatives between 2000 and 2005.

The Health portfolio has worked together with the Roads and Traffic Authority and the Motor Accidents Authority in developing a range of initiatives to address road safety issues.

From 2000 to 2003, NSW Health supported a statewide coordination service for the Safe Communities Program, a World Health Organisation program. Other programs aimed at improving road safety included a project encouraging young people to explore issues related to the use of alcohol and other drugs; a late-night snowbus operating during the snow season in Jindabyne; and a program operating at The Children's Hospital Westmead—the Bandaged Bear Road Safety Centre.

In 2002, the NSW Health established the Institute for Trauma and Injury Management. It is an important step in providing more systematic and high-quality management of road trauma cases. The Institute is overseeing the development of standard clinical care guidelines to be used throughout New South Wales. There is evidence that, as a result of these measures, a road crash may now result in serious trauma rather than death as was formerly the case.

NSW Health developed, in conjunction with NSW Police, the Alcohol Linking Trial based on a model operating in the Newcastle area. Information gleaned from the study indicates that something like 80% of all crime events involve alcohol.

This program, for a very low investment, allows the police to target those licensees who fail to provide responsible service practices instead of all licensees across the State.

In keeping with the general focus on obesity in the community, the Health portfolio is considering aspects of road safety and methods of reducing driver fatigue and

drowsiness. The Health portfolio recognises that one problem experienced by long haul truck drivers is maintaining a satisfactory level of nutrition and sufficient physical activity to ward off the substantial fatigue associated with long-haul driving. NSW Health recognises the need to make healthier food available to long distance drivers.



# 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 Health portfolio. The following chapter and appendices of the report document the information forwarded to STAYSAFE through written responses from the Minister for Health and the testimony of Departmental officials in public hearings to gather further specific information.

1.12 STAYSAFE forwarded a series of questions to the Minister for Health, requesting written briefings. Subsequently, representatives of the Department of Health 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, **Ms ALBANY.**



## Chapter Two—

# ROAD SAFETY ACTIVITIES AND INITIATIVES BY THE HEALTH PORTFOLIO, 2000-2005

### Introductory remarks

The following Health Portfolio witnesses appeared before STAYSAFE on Monday 18 September 2006, representing the Honourable John Hatzistergos MLC, Minister for Health:

Pam Albany, Manager, Injury Policy Branch, New South Wales Health Department.

### Highlights in Road Safety for the Health Portfolio, 2000-2005

**MR GIBSON (CHAIRMAN):** From the New South Wales Health perspective, what have been the highlights of your organisation's performance in addressing road safety issues over the past five or six years?

**Ms ALBANY:** The establishment of the New South Wales Institute for Trauma and Injury Management [ITIM] has been an important step in enabling a more systematic and high-quality management of road trauma cases. The Institute is now overseeing the development of standard clinical care guidelines to be used throughout New South Wales, which affect the methodologies involved in both retrieval and trauma management in hospitals. It has introduced a retrieval methodology whereby the performance of both retrieval and hospital management can be monitored and improved. There is early evidence that some road crashes that formerly may have resulted in death are now being converted to serious trauma.

In my view, one of the more innovative contributions that New South Wales Health has made to road safety over this period has been instigation of the alcohol linking trial, which commenced in Newcastle early in the time of consideration. This is a product of the Hunter New England Area Health Service in partnership with the local New South Wales Police command. I assume that Committee members would be aware of the program, but suffice to say that with very low investment in the gathering and reporting of intelligence data on overservicing of alcohol in some licensed premises it has had a substantial impact on outcomes, including road crashes. I am delighted that New South Wales Police are now collecting relevant data right across New South Wales, and I hope in future to be able to work in partnership with them to operationalise the methodology that was developed in the Hunter.

**MR GIBSON (CHAIRMAN):** Have there been any other problematic areas? If so, how have you dealt with them?

**Ms ALBANY:** I am not aware of any.

## **Research projects involving the Health portfolio**

**QUESTION:** The research projects commenced, completed or otherwise in progress over the period 2000-2005 commissioned by or involving organisations within the Health portfolio which concern matters of road safety, or which have major implications for road safety.

**RESPONSE:**

### **NSW Department of Health**

#### Injury Prevention and Policy Branch

The Injury Prevention and Policy Branch is a major supporter of the NSW Injury Risk Management Research Centre (IRMRC) at the University of New South Wales, along with the Roads and Traffic Authority (RTA) and the Motor Accidents Authority (MAA). The IRMRC has undertaken a broad range of road safety related projects for the RTA, but generally NSW Health does not commission road safety research projects.

NSW Health has however jointly funded with the RTA a project to link routinely collected data on road crashes to hospitalisation data.

#### Centre for Drug and Alcohol

Investigation of the use of stimulants by drivers in long distance road transport. The report "Amphetamine, Ecstasy and Cocaine: A Prevention and Treatment Plan 2005 - 2009" identifies Long -Haul Truck Drivers as one of the distinct population groups which routinely use psychostimulants.

NSW Health therefore allocated funding in April 2004 to the University of NSW Injury Risk Management Research Centre to investigate the use of psychostimulants by long-haul truck drivers.

The first phase of the project involved a reanalysis of existing national survey data to explore the relationships between work and driver characteristics, fatigue experiences and reported use of psychostimulants. The report from the reanalysis was titled "Predictors of the use of stimulants by drivers in long distance road transport" and provided to NSW Health in March 2005.

The second phase of the project involved a survey of long-haul truck drivers in NSW conducted in late 2005. The aim of this survey was to update and extend the results of the two earlier national surveys regarding the prevalence, nature and effects of psychostimulant use. The report from this project was titled "Final Report of stimulant use by long distance road transport drivers project". In September 2006, the Minister for Health announced the establishment of a task force (comprising representatives

from relevant government departments including the Roads and Traffic Authority, Police, Workcover, NSW Health and the unions) to respond to the report and build upon the work in developing strategies to address the widespread use of stimulants among long distance truck drivers.

### The Institute of Trauma and Injury Management (ITIM)

The NSW Institute of Trauma and Injury Management (ITIM) was set up in late January 2002 as a result of recommendations of the Greater Metropolitan Services Implementation Group (GMSIG).

NSW ITIM is the body responsible for overseeing, coordinating and supporting the NSW Trauma System. The Institute reports to the NSW Health ITIM Executive Committee, Director General of Health and the Minister for Health and is responsible to the Chief Health Officer.

The Institute of Trauma and Injury Management (ITIM) became operational in January 2002. Since that time ITIM has focused on a range of activities which have influenced trauma system development including data collection which has identified road trauma and the associated injury patterns which can lead to disability and death. ITIM has been involved in the Careflight Head Injury Retrieval Trial, which is being conducted by Careflight and funded by NRMA insurance. ITIM has provided data to assist in the progress of this trial and is a member of the trial review committee. Further information about the trial is available at: <http://www.careflight.Orq/sitelindex.cfm?display=2284>.

### **Sydney South West Area Health Service**

The health promotion service for Sydney South West Area Health Service has been involved in the following research projects:

Survey of driver knowledge of road rules and attitudes towards cyclists: Cycling Injury Data in NSW. For more information see Voukelatos A, Rissel C, Campbell F. Pedal cycle injuries in NSW: a comparison of data sources, Road and Transport Research 2003; 12(4): 26-33.

NSW Health Demonstration Project: Central Sydney Walk to School Research Study Primary School TravelSmart project.

### **Hunter New England Area Health Service**

Women and Road Safety in the New England Area Health Service Region

## **Relevant training or rehabilitation programs involving the Health portfolio**

QUESTION: Details of any training or rehabilitative programs conducted, sponsored or supported by the organisations within the Health portfolio, or consultants contracted

to the organisations within the Health portfolio, over the period 2000 - 2005 that explicitly targeted attitudes, knowledge or beliefs about road safety.

RESPONSE:

## **NSW Department of Health**

### Centre for Drug and Alcohol

In 2005, NSW Health commenced coordinating a new NSW Government Youth Alcohol Action Plan for 2006-2010. The Plan outlines a framework within which government and non-government agencies can address and respond to issues related to young people and alcohol. The Action Plan focuses on a number of priority areas underpinned by policy statements and action oriented initiatives to support the policy statements. Road safety initiatives are captured within several of the priority areas including Young People Alcohol and the Law. The Sober Drive Program is an example of a whole of government initiative aimed at reducing opportunities for young people to drink drive and rehabilitate repeat drink driving offenders. Another example is the statewide drink driving education and rehabilitation program for young, high-range alcohol offenders, to target those drivers at greatest risk of involvement in alcohol related injury and trauma on NSW roads.

### The Institute of Trauma and Injury Management (ITIM)

ITIM is involved in a range of educational programs for health care workers in the management of trauma. Trauma Clinical Practice Guidelines have been developed during the past three years. Four key guidelines developed are now available for statewide distribution. A further five guidelines will be distributed in 2007. The implementation of these guidelines will provide an evidence-based standard of patient care, including those who have been involved in road crashes and treated at local hospitals or transferred to a trauma centre.

Over the past three years, rural education seminars have been conducted at: Merimbula, Deniliquin, Orange, Coffs Harbour, Walgett, Cooma, Newcastle and Muswellbrook involving ambulance officers, nurses and doctors who clinically manage road trauma victims in the rural and remote areas of NSW. Education seminars have also been held across the Sydney metropolitan region. The SWAN Trauma Conference is held at Liverpool Hospital annually and the Westmead Hospital Trauma Service conducts the annual Austrama Conference. Both of these education conferences have sessions related to road trauma injuries and prevention issues.

The Westmead Hospital Trauma clinicians, together with the NRMA, coordinated an Injury Prevention Forum in 2005.

Regular education sessions are held at Major and Regional Trauma Centres throughout the year and they collaborate with injury prevention specialists in their individual area health regions.

Trauma registries from these hospitals provide information to local communities to develop appropriate road trauma prevention and community education.

Instructing and coordinating the Early Management of Severe Trauma Course in NSW is undertaken regularly by members of ITIM and Trauma Directors and Trauma Nurse Coordinators from the NSW Trauma Centres. Nineteen courses are conducted annually throughout NSW and skills gained at these courses are used when treating road trauma patients with multiple injuries.

An education video instructing Ambulance Officers on pre-hospital procedures was produced by ITIM in 2003 and made available to ambulance stations in the rural sector. Early definitive trauma care of injured patients by trauma specialist clinicians is essential for optimal outcomes following road trauma.

### Ambulance Service

In 2004 a low risk driver-training program was developed which is now delivered to all ambulance trainees. The program is also conducted for selected officers and the theory component will be made available to all officers in 2007.

The Ambulance Service does not offer driver training to the general community. In a limited number of locations Ambulance Officers volunteer their time to take part in Traffic Offender Programs.

### The Children's Hospital, Westmead

Child Restraint Safety Project, 2005.

To increase the safety of children travelling in hospital vehicles, 20 staff members from Allied Health Departments underwent training run by Mobility Engineering, with the support of Parramatta City Council. Mobility Engineering specialises in the area of motor vehicle occupant protection and provides training and technical support. Two training sessions were run over two full days, with participants gaining certification from Mobility Engineering who is contracted by the NSW Roads and Traffic Authority to manage and administer their network of Authorised safety restraint fitting stations across New South Wales. As a result of this training, these staff members will act as resources to their departments in the installation and checking of child restraints used by the Hospital. They will also be responsible for training staff in their department in these skills.

### **Hunter New England Area Health Service**

#### Training Sessions For Young drivers Within The Community - Tamworth Community Health Centre

These sessions provide opportunity for young people to receive information that could assist them in making informed decisions about safe driving, drugs and alcohol risk taking behaviours. This training targets Year 11 High School students from Tamworth and surrounding areas and the facilitators are the Health Service, NSW Police, Alcohol and Other Drugs Service and APEX.

## **Sydney West Area Health Service (SWAHS) 'Drive Train' training package": 2003**

The SWAHS Drug & Alcohol Service in collaboration with Western Sydney Drug & Alcohol Resource Centre Inc (WESDARC) and Penrith Council have developed the 'Drive Train' training package that is delivered by WESDARC and Penrith Council.

Trauma week road safety education-2005.

A forum targeting high school students that included: current issues on road trauma; presentation from a trauma survivor; what to expect in the Emergency Department; organ donation; Think Twice brain injury unit and paramedic rescue demonstration.

## **South Eastern Sydney Illawarra Area Health Service**

Between 2000 and 2005, the former Illawarra Area Health Service was involved in several road safety awareness activities, including driveway safety and drink drive initiatives.

The Drug and Alcohol Service of the Area has worked in partnership with the RTA and local council Road Safety Officers on several projects targeting drink drive and drink walk behaviour, including Alternative Transport Schemes, Designated Driver Campaigns and Off Licence Projects (aimed at addressing drink driving originating from private residences).

During the period 2000 to 2005 "The Summer Bus" has operated in Wollongong, Shellharbour, Kiama, Nowra, Ulladulla and the Southern Highlands. At present seven services operate in the region, primarily during the summer months.

## **Community awareness activities involving the Health portfolio**

QUESTION: Road safety community awareness activities undertaken by officers of the organisations within the Health portfolio, or consultants contracted to the organisations within the Health portfolio, over the period 2000 - 2005, including policy and campaign launches, speaking engagements, etc.

RESPONSE:

### **NSW Department of Health**

#### Injury Prevention and Policy Branch

From 2000 - 2003 the Injury Prevention and Policy Branch supported a statewide coordination service for the Safe Communities Program (a World Health Organization program). In support of this there was an annual conference and various site-related presentations made.

NSW Health has provided infrastructure funding to Youthsafe and Kidsafe since 1998. Both these NGO agencies undertake public awareness programs on road safety for the RT A and MAA.

The NSW Health Department has included basic road safety messages on its call waiting information line since 2004.

#### Centre for Drug and Alcohol Play Now Act Now

Play Now Act Now is a health education creative arts competition that commenced in 2002 targeting young people aged between 16 and 25. The aim of the project is to encourage young people to explore the issues associated with the use of alcohol and other drugs through creative medium.

#### The Snowbus and the Snowfields Injury Prevention Service

In 2004 NSW Health funded the operation of Greater Southern Area Health Service's Snowbus. The Snowbus was operational on Wednesday, Friday and Saturday nights in June 2004 and throughout the snow season, between 2300 and 0400. It was a key alternate transport and community safety initiative that previously won a Police award for contribution to crime reduction in the town of Jindabyne. The bus has a specially trained security guard to ensure safety of passengers and to ensure that passenger behaviour was safe and acceptable.

The Area simultaneously conducted a range of health promotion and injury prevention activities such as conducting breath testing, providing information/advice booths in pubs and clubs across the 3 main sites (Jindabyne, Perisher and Thredbo).

#### The Children's Hospital, Westmead

##### Bandaged Bear Road Safety Centre - 1999-2003

Supported by the Roads and Traffic Authority, the Bandaged Bear Road Safety Centre was operational from its inception in 1999 until early 2003. The Centre was located adjacent to the Emergency Department and its aim was to educate children, particularly between the ages of 4 and 10 years, about the importance of road safety (including the use of seatbelts, helmets and related safety behaviour). Interactive learning experiences and educational materials were provided to children visiting the Centre, while information was also provided to parents and carers to help support and reinforce the activities of the Road Safety Centre. The Centre was open to the public during the week and was run by trained volunteers. Over time, it became part of the Tours Program, which included children from pre-schools, primary and high schools as well as community groups. It was also part of the Childhood Challenges Program and Child Restraint Awareness Days observed by the Hospital.

The Bandaged Bear Road Safety Centre provided the following specific activities:

- Bicycle skills track with miniature road signs
- Bandaged Bear interactive car with seatbelt activity
- Road Safety giant board game
- Magnetic boards for pedestrian and bicycle safety

- Kids Corner with road safety activity sheets
- Display boards with bicycle safety equipment and road safety information for parents and carers

Auburn child pedestrian safety project - Kids need a hand in traffic -2002-2003 Kidsafe NSW, with funding from the Motor Accident Authority, launched a statewide campaign in early 2003, aimed at the contribution of parents in preventing child pedestrian injuries. As part of the Child Pedestrian Safety Project based at Kidsafe NSW, funding grants were provided to community groups in 16 local government areas, where most child pedestrian injuries occur, to develop a local campaign to complement the statewide effort. Kids Health at The Children's Hospital at Westmead worked with representatives from Auburn Council, Police, Community Health, a Youth Centre and the District Office of the Department of Education in securing funding for the support and enhancement of child pedestrian safety in the Auburn Local Government Area.

The campaign targeted parents and carers of children aged 5 to 10 years, especially from non-English speaking backgrounds and of low socio-economic groups. Resources, to increase awareness of child pedestrian safety issues and an understanding of child pedestrian behaviours, were developed by Kidsafe for the statewide campaign. These included posters, brochures, bumper stickers and fact sheets, which were printed in English, and included translations into three languages: Chinese, Arabic and Vietnamese. As part of the local campaign, materials were further translated into one other language: Turkish and disseminated along with the resources produced for the wider effort.

One hundred and fifty fence signs with the logo 'Kids need a hand in traffic' were developed and translated into Arabic, Chinese, Turkish and Vietnamese. These signs were distributed to primary schools, early childhood services and community organisations in the Auburn Local Government Area.

The project also enlisted the efforts of local and ethnic media to increase the reach of the project within the local community.

#### Media releases

The Department of Health also includes road safety messages in seasonal media releases such as at school holiday time, and a small number of other road safety related releases such as promotion of the Jindabyne Community Snow Bus, and reporting on the decrease in deaths from trauma injuries and high quality trauma specialists care.

For example:

28 Jan 2000

'Travel safe to School'

<http://www.health.nsw.gov.au/news/2000/jan/28-01-00b.html>

2 Dec 2001



'Safety and Health the key to a happy summer'  
<http://www.health.nsw.gov.au/news/2001/index.html>

3 June 2003

'Jindabyne Community Snow Bus - Back For The 2003 Ski Season'  
<http://www.health.nsw.gov.au/news/2003/June/03-06-03.htm>

21 Oct 2004

'Cars and motorbikes figure heavily in serious trauma for young males'  
<http://www.health.nsw.gov.au/news/2004/index.html>

14 Dec 2004

'Prevention is better than cure for driveway accidents'  
<http://www.health.nsw.gov.au/news/2004/index.html#>

15 Dec 2005

'Limit your drinks and leave the car at home for a safe festive season'  
[http://www.health.nsw.gov.au/news/2005/20051215\\_00.html](http://www.health.nsw.gov.au/news/2005/20051215_00.html)

27 Oct 2005

'Serious injuries increase but more patients survive'  
<http://www.health.nsw.gov.au/news/2005/index.html>

#### Primary Health & Community Partnerships - Maternal and Child Health

Since 2003, the Child Personal Health Record, distributed to all new parents on the birth of their baby, has contained a brochure on driveway safety in an effort to raise parental awareness of the risks of young children being injured or killed in driveway runover events. This book has also contained questions within parent questionnaires intended to alert parents to the need to appropriately restrain children in vehicles and maintain practices to increase children's safety in vehicles, on the road and in road related areas. Parents are asked to raise any concerns resulting from questionnaires with their health professional. The Personal Health Record is currently under review.

In late 2005, NSW Health commenced distribution of the New Parent First Aid Kit and Safety Tips for Young Children alongside the Personal Health Record. The Safety Tips for Young Children includes specific, age appropriate information regarding safety "out and about" and "in the car". The resource can be accessed at [http://www.health.nsw.gov.au/pubs/2005/pdf/safety\\_tips.pdf](http://www.health.nsw.gov.au/pubs/2005/pdf/safety_tips.pdf). The information on these pages aims to provide parents with clear guidance regarding risks and encourage practices that improve safety and decrease the risk of injury.

#### The Institute of Trauma and Injury Management (ITIM)

In October of 2005 ITIM supported the RTA with a public awareness program utilising data and information generated by the ITIM data base.

## **South Eastern Sydney Illawarra Area Health Service**

The Drug and Alcohol Service of the Area has been involved since 2002 in ongoing drink drive education programs with NSW Police (Traffic Offender Programs and Driver Education Awareness Programs), community groups such as Rotary (U-Turn the Wheel and RYDA) and has participated in RTA and Local Government programs aimed at addressing the impact of drug use on driving, particularly with heavy vehicle drivers.

The Health Promotion Service participated in a driveway safety community education project (auspiced by Kiama Safe Communities Program and funded by the Motor Accidents Authority) in 2003 and conducted workshops in June 2004 with funding from RTA.

## **Northern Sydney Central Coast Area Health Service**

Ongoing participation 2000 - 2005 in the local Central Coast court referred Traffic Offenders Program. An Alcohol Drugs and Driving education session is delivered to every eight-week course. Over 1000 offenders receive this information each year.  
Ryde - community awareness campaign of the risks of reversing over children in driveways -2000.

## **Hunter New England Area Health Service**

SafeAs Inc (presentations on Road Safety to school students) yearly since 2001  
Stop the four o'clock knock (in conjunction with SafeAs Inc) presentations on road safety and traumatic injuries from road trauma to school students since 2001  
Rotary- U Turn the Wheel road safety campaign (yearly lecture to school students) since 2003.

Triple j - radio broadcast interview with Trauma Clinical Nurse Consultants about road trauma - 2004.

Media visit and magazine articles on road safety in "Drive" magazine and "Men's Health" magazine (in conjunction with John Cadogan) June 2005.

Red Cross presentation on Road Trauma in 2004

RTA interagency meeting - road safety meeting with the RTA, police, road safety officers and Kidsafe.

Westpac Rescue Helicopter Awareness Week.

NRMA Road Safety Awareness Week campaign - collision counter included media campaign and donation from NRMA to the Trauma Service to improve outcomes for road trauma patients November 2005.

## **Sydney West Area Health Service (SWAHS)**

The SWAHS Drug & Alcohol Service incorporates responsible substance and driving into all education projects with schools, youth sector and the community.

Blacktown Aboriginal Safety Promotion program (a collaborative project with RTA, Blacktown City Council, Dept. of Fire Brigade) incorporated road safety messages for the Aboriginal Community in Mt Druitt as part of NAIDOC week activities during 2005. The community was encouraged to provide feedback on road safety issues through visual medium. The artwork was displayed during the programs launch and responses were developed in collage and handed back to community. This program is also working with partners, Aboriginal Youth and elders in the development of a drivers licensing program for Aboriginal young people in Mt Druitt.

SWAHS and Baulkham Hills Council Child Injury Prevention Project has conducted child restraint checking sessions; successfully lobbied for upgrade of Windsor Road at Rouse Hill including an underpass connecting residential area with regional park for safe passage of pedestrians and lobbied successfully for footpaths around the Community Health Centre.

Delivery of the 'U Turn the Wheel' project in partnership with Rotary in Baulkham Hills High Schools.

Implementation of the statewide campaign 'Kids need a hand in traffic' in collaboration with Westmead Children's Hospital, Auburn Police and Auburn Council.

### **Alcohol linking program**

**Mr MAGUIRE (STAYSAFE):** Have concerns been raised about the linking program? One suggestion is that the last place the drink was served is the point at which the investigation begins. My understanding is that quite a deal of alcohol is consumed before attending the place where the last drink was served. Have you had any complaints about that?

**Ms ALBANY:** I understand that the alcohol industry has raised some concerns about that, not directly to me but to the instigator of the program. My response must be that the law says that licensees should not serve people who are intoxicated. Regardless of where they had their early drinks, if they are intoxicated on the premises they should not be served.

**MR GIBSON (CHAIRMAN):** Some 80 per cent of alcohol is consumed in the home. How does the linking program work? Do you book the home?

**Ms ALBANY:** No. The linking program has no effect on alcohol consumption in the home.

**Mr MAGUIRE (STAYSAFE):** A great percentage of that alcohol is sold at supermarkets and take-away outlets.

**Ms ALBANY:** Absolutely.

**Mr MAGUIRE (STAYSAFE):** There is a much bigger issue here.

**Ms ALBANY:** This is not just about managing the alcohol problem generally across the board. It is about managing an overservicing problem in some licensed premises in a low-cost and highly intelligent way.

**Mr MAGUIRE (STAYSAFE):** With the information that is currently available, what can you tell us about the linking program? Can you elaborate on your opening remarks?

**Ms ALBANY:** The police collect three new data items when they attend the crime scene, effectively asking people if they have been drinking in the last four hours and where they took that last drink, and then they make an assessment, which they are trained to do, about levels of intoxication. It is only intelligence data. It would never stand up in a court of law. If the police need to get more evidence, they have the methodologies to do it. After collecting that data for a period of time, being absolutely certain about various methodologies and making sure that they got good data, they then wrote to various licensees and they might say, "In the last six months there have been 25 assaults, 35 road crashes, 25 sexual assaults and 35 break and enters from your premises. We would like to have a conversation with you about how you can improve your responsible service practice." The area health service wrote those letters on police letterhead so that licensees knew that the police are knew, but it was a negotiation mostly between the area health service and the licensees. After a further six months of collection of data they are then followed up with further letters that say, "Congratulations. You have reduced the number of sexual assaults, the number of break and enters, et cetera, by increasing the responsible service of alcohol."

The role of the health service was twofold. One was to work at the low level of providing support and advice to licensees about their responsible service practices. The other was to report on the data. It was never the intention of health services to become involved with police at the higher end of this where a very small number of licensees were recalcitrant, and the police had to gather extra evidence and prosecute. It is one of the most stunning pieces of public health work I have seen because it is very low cost, it enables the police to target the high end of the market and not have to worry about the total extent of licensees across the State. But the most important thing that emerged from the earlier study, which was important, was that there appeared to be some evidence as one of the reasons that the police were not putting huge amounts of resources into managing that legislation because their data told them that fewer than 20 per cent of all crime events involved alcohol. Now they know that something like 80 per cent of all crime events involve alcohol.

**Mr MAGUIRE (STAYSAFE):** Under this arrangement a process is in place for licensees. What about the take-away industry, which plays a large part in the violence, assaults and thuggery that occur? Is there a process that would deliver fairness in the system?

**Ms ALBANY:** I accept your point. There are no plans at this stage to work out how to do this. As I understand it, one of the important factors in the linking project was that legislation already in place said that licensees had to meet certain standards. As I understand it, there are no restrictions on the amount of alcohol that can be sold by take-away establishments.

**Mr MAGUIRE (STAYSAFE):** If a trend is identified with a particular publican and licensee, under this program that person is targeted and information is used to change their ways. We all know that assaults and violence in the home are disproportionate. But there is no willpower to attack the problem and counsel take-away vendors about the amount of alcohol one particular person or family buys and consumes.

**Ms ALBANY:** I accept your criticism, which is appropriate. Certainly, the one area that did not show a reduction was domestic violence.

**Mr MAGUIRE (STAYSAFE):** The question now is why has something not been done? What is next?

**Ms ALBANY:** That is a matter for future discussion. We will be happy to begin to operationalise this, if we can. At the moment we are looking for the necessary funding.

## **Obesity and driver safety**

**The Hon. ROBERT BROWN (STAYSAFE):** In the Health portfolio there is a general focus on obesity in the community and the promotion of healthy lifestyles. I take an interest in this because I am a self-confessed fatty. It is accepted that a healthy lifestyle can reduce the incidence of driver fatigue, particularly in occupational drivers such as couriers, bus drivers, truck drivers and members of the Legislative Council. Has New South Wales Health been involved in the development and implementation of any programs in making obesity to driver safety?

**Ms ALBANY:** An early trial in the Southern Area Health Service some years ago attempted to do that. I have been unable to find anybody still in that area health service who can report to me the outcomes of that particular project. New South Wales Health has developed Eat Well as a framework for public health nutrition. The priorities for action under the framework promote healthy weight, increased consumption of vegetables and fruit and breast-feeding, achieve food security, and promote effective and sustainable action on public health nutrition. Committee members will be aware of recent attempts to achieve a reduction in advertising rates of fast food centres, particularly those directed at children and young people. Improving the nutrition of the population requires sustained efforts on many levels and by many agencies. We are still gathering the adequate well-trained work force we need to drive a great deal of this. One problem experienced by long-haul truck drivers is maintaining a satisfactory level of nutrition and sufficient physical activity to ward off the substantial fatigue associated with long-haul driving. While specific efforts are not yet directed to food vendors at truck stops, I am sure that New South Wales Health would be interested in developing a partnership with the Roads and Traffic Authority to further this course, should the opportunity arise.

**The Hon. ROBERT BROWN (STAYSAFE):** Was the trial you mentioned the Healthy Eating on the Road Program?

**Ms ALBANY:** I believe that is the one.

**The Hon. RICK COLLESS:** Has anybody done any work on the type of food that occupational drivers take in during the day and its impact on them immediately after they have eaten it, for example drowsiness?

**Ms ALBANY:** My understanding is that some work has been done in that area, and the indication is that one of the worst things you can eat when you are driving on the road is fast food, particularly highly fried food. But if you have ever been on some of these long trips and stopped at places to purchase food, it is fairly rare that bowls of fruit are sitting on the tables. Although, I know that some providers for truck drivers have separate eating areas for them, and in some of those places you see better nutrition being provided, particularly things like access to fresh fruit.

**The Hon. RICK COLLESS:** That is an issue for all drivers who are travelling long distances.

**Ms ALBANY:** It certainly is.

**The Hon. RICK COLLESS:** I know that, from time to time, many members of this Committee travel long distances. I do so on a regular basis. When travelling finding somewhere that provides the type of food I like to eat is sometimes very difficult.

**Ms ALBANY:** Extremely, yes.

**MR GIBSON (CHAIRMAN):** Do you have any data to back up the statement that the type of food eaten can cause a driver be less attentive?

**Ms ALBANY:** I would have to go back and find that data for you. My understanding is that there is a fair bit of evidence to the effect that substantially eating food that is lacking in fruit and vegetables in particular eventually causes loss of attention.

**MR GIBSON (CHAIRMAN):** The STAYSAFE Committee would also like to see the data on the linking program, if you could make that available.

**Ms ALBANY:** Yes, I could do that.

**Mr MAGUIRE (STAYSAFE):** Typically, fast food chains such as McDonald's and others are identified as being responsible for overweight Australians, Americans and people worldwide. Have you investigated or helped to investigate the formation of partnerships with the major trucking centres—Shell, BP, et cetera—or their operators throughout New South Wales with a view to making healthier food available to their patrons? It appears to me, as a result of media attention to this issue, that the large multinational franchises, such as McDonald's and Kentucky Fried Chicken [KFC], have been somewhat unfairly targeted in regard to this issue? Like the Hon. Rick

Colless I am a long-distance traveller and I find, when I pull into one of the service centres, that the availability of what I would regard as quality meals is very limited. This is particularly the case with fruit and other food that might be agreeable to a traveller's stomach. Have you investigated the possibility?

**Ms ALBANY:** The answer is no. The obesity program is in its very early stages of development, but it is certainly being discussed—the possibilities of the future and the need to be aware of the issue of long haul truck driving. But, no, that has not happened. I would point out to the Committee that these businesses need to make a profit and that it is not only truck drivers who like to eat fried food. That is one of the big issues at the moment, in trying to get control of this agenda. There is certainly a trend in the community in general to want to eat highly processed food and that is not the sort of food you are talking about.

**The Hon. RICK COLLESS:** I think it also has to do with the speed of service. That is why some of the fast food chains have been so spectacularly successful with the travelling public. You can pull in, get your meal and be on your way within 10 minutes, whereas if you pull up at some of the more traditional cafes you can wait for up to three quarters of an hour to get your meal.

**Ms ALBANY:** That is because it is quick, processed food. However, having said that, McDonald's has been very clever with its introduction of salad meals. It has been persuaded to provide those, but if people will not buy them—

**The Hon. RICK COLLESS:** They will not stay there.

**Ms ALBANY:** I suspect that is an issue.

**Mr MAGUIRE (STAYS SAFE):** Would you not say that the drive-in centres are operating contrary to Roads and Traffic Authority data and available information that motorists should stop, revive and survive? Is encouraging people to use the drive-in, instead of stopping for a meal on the road contrary to that principle?

**MR GIBSON (CHAIRMAN):** Motorists can pull up and get a cup of coffee and a doughnut.

**Mr MAGUIRE (STAYS SAFE):** Yes.

**MR GIBSON (CHAIRMAN):** That initiative has been very successful. Who should we listen to in this debate? The experts say that chocolate is no good, and months later say that chocolate is the best thing one can have. An expert will say that coffee is no good and only a few months later another expert will say that coffee is good for us and will do wonders for the heart. Hamburgers are no good for you one minute and then another expert will say they are. Who do we listen to? Who makes those decisions?

**Ms ALBANY:** I have to tell you that we are moving into an area in respect of which I am not really well informed. However, I think that some communications with the New South Wales Health Department about who that department should be talking to,

and suggesting that it actually hold a seminar around this issue to bring together some of the experts that you are talking about, would not be bad move.

**MR GIBSON (CHAIRMAN):** Surely we should be talking about everything in moderation? I have yet to see any substantial evidence to suggest that obesity causes distraction.

**Ms ALBANY:** It is not obesity that causes distraction.

**MR GIBSON (CHAIRMAN):** Well, food.

**Ms ALBANY:** I think there is evidence, and I certainly will find it and provide it to the Committee, that good nutrition that makes a difference in concentration.

**The Hon. RICK COLLESS:** Drowsiness after eating is a problem.

**Ms ALBANY:** Drowsiness after eating, yes.

**MR GIBSON (CHAIRMAN):** Going back years, some of our top Rugby League players that I could mention lived on fast food and turned out to be the most spectacular and fittest players that we had.

**The Hon. RICK COLLESS:** Until they gave up football.

**MR GIBSON (CHAIRMAN):** Well, even now they are still going fine. Surely there has to be a big doubt?

**Ms ALBANY:** I think there is room for individual differences, and I am sure you are absolutely correct that some people can do that but other people cannot. Just as some truck drivers can do the long distances without amphetamines and others seem to need amphetamines to do it. There is a broad range of people out there.

### **Safe Communities Pilot Program**

**MR GIBSON (CHAIRMAN):** Will you outline for the Committee the Safe Communities Pilot Program?

**Ms ALBANY:** The Safe Communities Pilot Program was an attempt that I made some years ago to gain support to implementing the World Health Organisation [WHO] safe communities methodology. This is simply a way of managing the risk environments and risk behaviours at local levels. Sometimes it is much easier to manage local situations at local level that it is to try to manage it from a State level.

**MR GIBSON (CHAIRMAN):** Will you give the Committee an example of that?

**Ms ALBANY:** Yes. There might be a crosswalk outside a school that needs dealing with. I remember one school—not in New South Wales but in another place—where, because of the way traffic moved around the school, a number of children had been



hit by motor vehicles. The local community determined new ways to get traffic moving around the school in order to protect the children. It was a case of local decision making and local priority making. What I attempted to some years ago was to get a number of trials going, which would then grow in interest and support. I have to say that the support from local government is there and quite a number, of the order of 20 to 24, local governments are currently attempting to meet the WHO standards for managing the situation. Where I have been spectacularly unsuccessful is in getting other agencies to join with me in financial partnerships. A couple of years ago New South Wales Health retreated a little bit from this process.

**MR GIBSON (CHAIRMAN):** I note there are similar programs in Sweden and other places.

**Ms ALBANY:** That is where it all began.

**MR GIBSON (CHAIRMAN):** They work tremendously well there.

**Ms ALBANY:** Yes, and there are examples in Australia. Australia is one country that has adopted it, more than many others. But the WHO safe communities methodology is an international movement and there is now Australian national association. Queensland has become very interested in the methodology. I just have not been able to achieve that in New South Wales.

### **Other significant road safety matters involving the Health portfolio**

**QUESTION:** Are there any 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 Institute of Trauma and Injury Management (ITIM) Trauma Death Review**

The Roads & Traffic Authority (RTA) representation is included on the NSW ITIM Multidisciplinary Trauma Death Review Committee, which was set up in 2003. This Committee meets bi-monthly to review trauma deaths in NSW and identify where improvements within the trauma system can be improved. This includes injury prevention strategies. Issues have been identified from reviewing the cases of victims from road trauma deaths, which provide the opportunity for educational activities of clinicians and the community

#### **Sydney West Area Health Service**

The SWAHS Multicultural Health Service has identified the difficulty that is faced by some learner drivers of new and emerging communities, when looking for driving training. There are anecdotal reports that L-platers are learning to drive with P-platers because there are no other members of the community with full licenses. The

proposed suggestion is to develop a team of volunteer drivers who are willing to accompany L-plate holders to gain their hours of driving experience.

## **Sydney South West Area Health Service**

The physical activity promotion work of the SSWAHS Health Promotion Service has directly impacted on issues of road safety through the promotion of active travel as a strategy for achieving recommended levels of physical activity.

Active travel involves walking, cycling or using public transport instead of using a motor vehicle. Active travel increases personal health, reduces traffic congestion and reduces air and noise pollution associated with motor vehicles. Well documented research indicates that as population levels of walking or cycling increases, so too does the safety of walking and cycling. The SSWAHS Health Promotion Service has implemented a number of intervention programs to increase levels of active travel, and conducted research studies addressing barriers to active travel.

### Development of transport access guides

To provide information on how to access health facilities without driving, transport access guides (TAGs) have been developed for health services in the former Central Sydney Area Health Service. One of the first of these was evaluated see: Bresciani E, Wen LM, Rissel C, Alley J, Jochelson I. Promoting active transport: where to start? *Environmental Health* 2002; 2(1): 55-60.

An Area-Health Service wide policy on Active Travel has been prepared. This was endorsed in the former Central Sydney Area Health Service, and is now about to undergo consultation in the newly amalgamated Sydney South West Area Health Service.

### Workplace promotion of active travel

A 12-month intervention using individual travel behaviour change strategies and social marketing was conducted with an inner city Area Health Service workplace. Moderate and positive changes were reported. See: Wen LM, Rissel C, Bindon J. Journey to Work - the potential for promoting active transport? (Research Letter) *Health Promotion Journal of Australia* 2003; 14(1): 70-71, and also: Wen LM, Orr N, Bindon J, Rissel C. Promoting active transport in a workplace setting: evaluation of a pilot study in Australia. *Health Promotion International* 2005; 20(2): 123-133.

### Bicycle skills course for adults

To assist people wanting to bicycle more but who lacked confidence and on-road riding skills, a new course was developed. The evaluation showed substantial increases in cycling frequency and duration for those not cycling at baseline. See: Telfer B, Rissel C, Bindon J, Bosch T. Encouraging cycling through a pilot cycling proficiency training program among adults in central Sydney. *Journal of Science and Medicine in Sport* 2006; 9(1-2): 151-156.

### Air pollution and transport modes

Concerns for air pollution exposure in an urban context prompted this analysis of air pollution exposure for five different travel modes. Car passengers had the highest level of exposures, compared with train passengers who had the lowest exposures. See: Chertok M, Voukelatos A, Sheppard V, Rissel C. Comparison of air pollution exposure for five commuting modes in Sydney - car, train, bus, bicycle and walking. Health Promotion Journal of Australia 2004; 15(1): 63-67.

### Driving to work is associated with overweight and obesity

Concerns regarding the potential adverse effects of driving prompted a secondary analysis of NSW Health Survey data to investigate the association between driving and overweight and obesity. A significant linear association was found, such that time spent driving was associated with increased risks of being overweight or obese, after controlling for possible effects of leisure time physical activity and other risk factors. See: Wen LM, Orr N, Millett C, Rissel C. Driving to work is associated with overweight and obesity: Findings from the 2003 New South Wales Health Survey. International Journal of Obesity online publication 10 January 2006; doi: 10.1038/sj.ijo.0803199.

### Increases in cycling in inner Sydney

Secondary analyses of census data showed that in the inner-city areas of Sydney there were substantial (over 60%) increases in people cycling to work between 1996 and 2001, although this was not seen in outer suburbs. See: Telfer B, Rissel C. Cycling to work in Sydney: analysis of journey-to-work Census data from 1996 and 2001. Camperdown, CSAHS Health Promotion Unit, November 2003. ISBN 0 97509900 0.

## **Legislative advice concerning road safety or the social and economic costs of road crashes by the Health portfolio**

QUESTION: General details of the circumstances where officers of the organisations within the Health portfolio have provided advice on proposed legislation/discussion papers, etc., on road safety or traffic law matters over the period 2000 - 2005.

RESPONSE:

### **NSW Department of Health**

NSW Health has provided advice in varying circumstances where health issues were pertinent through the Infection Control Unit, Legal Branch and Injury Prevention Branch.

### **Sydney South West Area Health Service**

## Cycling as sustainable transport

In response to a 2003/4 national inquiry into sustainability, a submission was prepared highlighting the critical role of bicycles. A copy of the parliamentary submission can be found in: Hansard of Parliamentary Inquiry into Sustainable Development. This submission was also edited as an editorial for the Health Promotion Journal of Australia - Rissel C. Ride your bike: healthy policy for Australians. Health Promotion Journal of Australia 2003; 14(3): 151-153.

## **Northern Sydney Central Coast Area Health Service**

Presentation requested by Grant McBride, Ex Chair, Staysafe Committee, "Cannabis" presented by Doug Tutt and Annie Warn, 2001.

Presentation to the Governmental Agency Road Safety (GARS) Committee, "Cannabis and Road Trauma" presented by Doug Tutt, Lyndon Bauer, Annie Warn. This meeting was held at NSWHealth in North Sydney and attended by senior staff from NSW Health, RTA, MM, NSW Police, Department of Education and Training, 2001.

Several meetings with Commander John Hartley, NSW Police. To give advice on random drug testing. Staff involved - Doug Tutt, Lyndon Bauer, Annie Warn, 2004.  
Hunter New England Area Health Service

Trauma service John Hunter Hospital provides data to injury surveillance programs when requested. This includes: Kidsafe-Hunter, Hunter RTA Inter-agency Road Injury Prevention Committee, Motor Accidents Authority, Newcastle Police Crash Investigation Unit (ad hoc), NSW Institute of Trauma and Injury Management minimum dataset (monthly).

## Chapter Three—

# GOVERNANCE AND ADMINISTRATION ISSUES RELATING TO ROAD SAFETY FOR THE HEALTH PORTFOLIO, 2000-2005

### Injury Policy Branch operating budget

**Mr MAGUIRE (STAYSAFE):** How many people assist you in your work in your department?

**Ms ALBANY:** I have a team of two people and I am one of them.

**Mr MAGUIRE (STAYSAFE):** What is your budget?

**Ms ALBANY:** My budget varies a little, but at the moment it is sitting on about \$3.2 million.

**Mr MAGUIRE (STAYSAFE):** And that is to provide all the New South Wales programs?

**Ms ALBANY:** Most of my money goes into prevention programs for older people.



## Chapter Four—

# ROAD SAFETY PUBLICATIONS, SPEECHES AND PRESENTATIONS BY THE HEALTH PORTFOLIO, 2000-2005

### Road safety publications involving the Health portfolio area

QUESTION: Bibliographic details of monographs, reports, chapters, journal articles, or pamphlets on road safety, or related topics that were written by officers of the organisations within the Health portfolio, or consultants contracted to the organisations within the Health portfolio, that were published over the period 2000 - 2005.

RESPONSE:

#### NSW Department of Health

##### Injury Prevention and Policy Branch

The Injury Prevention and Policy Branch commissioned the following reports, which include information on injury due to motor vehicle crashes, from the IRMRC:

Potter Forbes M, Aisbett C. Injury costs! A valuation of the burden of injury in New South Wales 1998-1999. NSW Injury Risk Management Research Centre, University of New South Wales, Sydney. 2003.

Issue paper: Moller 2002. A comparative study of expected health care costs for road trauma, falls and violence/self harm as the major trauma types of the future.

Issue paper: Finch and Hayen. 2005. Trauma - the ignored epidemic. Projected trends in trauma in NSW to 2026. Available at: <http://www.health.nsw.gov.au/futu/resplanning/pdf/trauma.pdf>

In addition, the IRMRC has completed a number of reports describing the burden and pattern of injury in NSW, such as:

Schmertmann M, Finch C, Williamson A. NSW Injury Profile: A Review of Injury Deaths During 1998-2002, NSW Injury Risk Management Research Centre, Sydney. 2004.

##### Centre for Epidemiology and Research

Every two years the Centre for Epidemiology and Research co-ordinate the publication of The health of the people of New South Wales: Report of the Chief Health Officer. This report includes information on hospitalisations and deaths due to road crashes. The citation for the latest published version is: Population Health Division. The health

of the people of New South Wales: Report of the Chief Health Officer, 2004. NSW Department of Health, Sydney.

### The Institute of Trauma and Injury Management (ITIM)

ITIM has published the NSW Trauma Minimum Data Set Annual Report for 2002, 2003 and 2004, and NSW Health is currently reviewing a draft report on 2005 data. These reports include sections specific to road trauma. The annual profiles summarise data collected in the ITIM Trauma Registry, which contains data regarding admissions to trauma centres in the greater metropolitan Sydney region for serious to critical injuries, including over four thousand road trauma patients. The information in these reports has been made available to both government and non-government organisations and relevant community groups to assist in reviewing the local and statewide road trauma spectrum.

ITIM has also drafted two papers related to road trauma in partnership with The George Institute, namely:

Epidemiology and injury patterns of motorcycle crashes in Sydney Australia. Injury severity and motor cycle crashes in Sydney, Australia.

Sydney South West Area Health Service

Rissel C. Road safety is no accident. Health Promotion Journal of Australia 2004; 15(2): 93-95.

Rissel C, Campbell F, Ashley B, Jackson L. Driver knowledge of road rules and attitudes towards cyclists. Australian Journal of Primary Health 2002; 8(2): 66-69.

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Wen LM, Orr N, Millett C, Rissel C. Driving to work is associated with overweight and obesity: Findings from the 2003 New South Wales Health Survey. International Journal of Obesity online publication 10 January 2006; doi: 10.1038/sj.ijo.0803199

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## **Northern Sydney Central Coast Area Health Service**

O'Kane, C.J., Tutt, D., Bauer, A., "Cannabis and driving: A new perspective".  
Emergency Medicine (2002) 14, 296-303

Tutt, D., Bauer, L., Arms, J., Perera, C., "Cannabis and Road Death: An Emerging  
Injury Prevention Concern", The Health Promotion Journal of Australia 2001 :12(2)

The Children's Hospital, Westmead 2005 to current - Safety fact sheets:

Safety fact sheets are currently being developed in collaboration with Kaleidoscope,  
John Hunter Hospital in the areas of child restraints, airbags, bicycles and helmet  
use.

## **Hunter New England Area Health Service**

Wiggers J, Jauncey M, Considine R, Daly J, Kingsland M, Purss K, Burrows S,  
Nicholas C, Waites R. Strategies and outcomes in translating alcohol harm reduction  
research into practice: the Alcohol Linking Program. Drug and Alcohol Review,  
2004,23,355 - 364.

## **Sydney West Area Health Service**

Translated State Campaign material for the 'Kids need a hand in Traffic' into Turkish -  
2003

Produced metal fence signs that included the logo 'Kids need a hand in traffic' in four  
community languages and distributed to schools and early childhood centres 2003

QUESTION: Surveys of attitudes, knowledge or beliefs about road safety, conducted  
over the period 2000-2005, not otherwise mentioned as research projects in  
Question 1.

RESPONSE:

## **NSW Department of Health**

### Health Survey

The following questions were included for residents of the former Central Sydney  
Area Health Service in the 2002 Health Survey:

1. Do you own a bicycle?
2. In the last month how often have you ridden a bicycle on the road or
3. footpath?
4. From your knowledge of the Australian Road Rules, can adults legally ride a
5. bicycle on the footpath if riding with a child under 12 years old?
6. Do you own or have access to a car?
7. In the last week, how often have you driven the car?
8. How much are you planning to drive the car in the next six months?

9. From your knowledge of the Australian Road Rules, can drivers legally stop or park cars on a nature strip or footpath?

### **Northern Sydney Central Coast Area Health Service**

Over a period of 16 months in 2003-2004, 932 participants of the local Traffic Offenders Program participated in the "Traffic Offenders Program, A Drugs and Driving Survey".

### **Road safety speeches and presentations involving the Health portfolio**

QUESTION: Details of papers, seminars and speeches delivered by officers of the organisations within the Health portfolio, or consultants contracted to the organisations within the Health portfolio, over the period 2000 - 2005 that addressed topics of road safety.

RESPONSE:

**NSW Department of Health**

#### Injury Prevention and Policy Branch

The Injury Prevention and Policy Branch contributed to a multi-agency Safe Celebrating symposium managed by Youth safe and held in Parliament House (2004) and in Children and Youth injury symposium in 2005, also held at Parliament House and jointly managed by Youthsafe, Kidsafe and the IRMRC.

### **Northern Sydney Central Coast Area Health Service Presentations**

Mongolian Health Delegation. "Cannabis and Road Trauma" presented by Annie Warn, 2001.

NSW Injury Prevention Network, "Cannabis and Road Trauma an emerging issue for Injury Prevention and Control". Presented by Annie Warn, 2002.

#### Conference Presentations

5th Australian Injury Prevention Conference, Warnambool, Vic. "Cannabis and Road Trauma an emerging issue for Injury Prevention and Control". Presented by Annie Warn, 2001.

2002 Local Government Road Safety Conference, Building on Success - Making New Gains, Newcastle, NSW. "Cannabis and Road Trauma, an Emerging Issue for Injury Prevention and Control", Plenary presentation by Annie Warn.

2002 Winter School in the Sun, Alcohol and Drug Foundation, Brisbane. "Death on the Road: Cannabis and Alcohol - just the same yet totally different!" Presented by Doug Tutt.

2nd Australasian Conference on Drug Strategy, Perth, "Education + Enforcement + Publicity, a model of success in alcohol and tobacco can be extended to cannabis" Presented by Doug Tutt, 2002.

2003 Road Safety, Research, Policing and Education Conference, From Research to Action, Sydney. "Traffic Offenders: A Drug and Driving Survey, Early Results". Presented by Annie Warn.

2003 Winter School in the Sun, Alcohol and Drug Foundation, Brisbane. "Dead tired? Or just plain stoned? Cannabis and 'fatigue' on the roads".

7th Australian Injury Prevention Conference, Mackay, Qld. "Traffic Offenders: A Drug and Driving Survey" Presented by Annie Warn, 2004.

### **Hunter New England Area Health Service**

Wiggers J. "Prevention of alcohol-related crime". NSW Crime Prevention Conference. Goulbourn; 2000.

Wiggers J. "The Linking Program". NSW Police Service State Licensing Conference. Sydney; 2001.

Wiggers J. "Licensing and reduction of alcohol-related harm". New Zealand Alcohol Advisory Council Queenstown Partnerships Conference. Queenstown: New Zealand; 2002.

Wiggers J. "Training and resources for 'hard to reach pubs and clubs'". New Zealand Alcohol Advisory Council Queenstown Partnerships Conference. Queenstown: New Zealand; 2002.

Wiggers J. "Licensed to chill: How licensing conditions can cool down tough customers". New Zealand Alcohol Advisory Council Rotorua Partnerships Conference. Rotorua: New Zealand; 2002.

Wiggers J. "Last drink survey: A useful tool to improve responsible service and reduce alcohol-related crime". Clubs New Zealand 2003 Club Management Conference. Napier: New Zealand; Aug 2003.

Wiggers J, Kingsland M. "Alcohol harm reduction". SWSAHS Health Promotion Network Forum. Sydney; Sep 2003.

Wiggers J. "Alcohol Linking Program". Pacific Institute for Research and Evaluation (PIRE) Seminar. Felton,CA: USA; Sep 2003.

Wiggers J. "Alcohol Linking Program". Prevention Research Centre Seminar. Berkeley,CA: USA; Sep 2003.

Wiggers J. "Alcohol and violence: Breaking the link". National Liquor Law Enforcement Association (NLLEA) and Office of Juvenile Justice and Delinquency Prevention (OJJDP) 4th Annual National Leadership Joint Conference. Atlanta,GA; USA; Sep 2003.

Wiggers J. "Global Issues 'Better or worse' What can we learn from each other?" National Liquor Law Enforcement Association (NLLEA) and Office of Juvenile Justice and Delinquency Prevention (OJJDP) 4th Annual National Leadership Joint Conference. Atlanta,GA: USA; Sep 2003.

Wiggers J. "Enhanced alcohol intelligence project: An injury and crime reduction strategy". New Zealand Ministerial Committee on Drug Policy. Wellington: New Zealand; Oct 2003.

Wiggers J. "Enhanced alcohol intelligence project: A crime reduction strategy". Wellington Leader's Regional Alcohol Forum. Wellington: New Zealand; Oct 2003.

Wiggers J. "Intelligence-based policing of licensed premises: Methods and opportunities". National Drug Law Enforcement Research Foundation (NDLERF) Workshop - Alcohol and Licensed Premises: Best Practice in Policing. Melbourne; Oct 2003.

Wiggers J. "Alcohol Linking Program New South Wales". Ministerial Committee on Drugs Strategy. Adelaide; Nov 2003.

Wiggers J. "Alcohol Linking Program". SA Police Senior Executive Team, SA Police. Adelaide; Feb 2004.

Wiggers J. "Alcohol Linking Program". Queensland Police Service Senior Executive Conference, Brisbane; Feb 2004.

Wiggers J. "Alcohol Linking Program". Presentation to Police Ministry, Sydney, Australia; Oct 2004.

Wiggers J, Murray S. "Linking Project Presentation - Reducing Alcohol-Related Crime in New Zealand". 2005 Working Together Conference. Auckland, New Zealand; Feb 2005.

Wiggers J. "Alcohol Linking Program - NSW Drug & Alcohol Council presentation". NSW Health Drug and Alcohol Council - Strategy & Discussion Forum No.2. Sydney, Australia. June 2005.

Wiggers J. "Injury and Alcohol-Related Harm in the Community". IPNANZ Injury Prevention Network of New Zealand; Nov 2005; Wellington, New Zealand.

Evans J. & King K. "Road safety 2010": NSW RTA Road Safety Forum, Monte Pio Conference Centre, Maitland; March 2005.

Evans J. & King K. "Life in a Major Trauma Centre": Roads and Traffic Authority Interagency Meeting, Newcastle; March 2005.

Evans J. & King K. "Road Trauma": Helicopter Awareness Week; June 2005.

Evans J. & King K. "Trauma Statistics": Roads and Traffic Authority - Interagency Meeting, Newcastle; July 2005.

Evans J. & King K. "Blood requirements for road trauma patients": Red Cross Blood Bank Annual Meeting; September 2005

# REFERENCES

STAYSAFE 31 (1996).

# 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 Schmatt, 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 –



## 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 September 2006

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

# STAYSAFE

## 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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9. 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 in the Health portfolio 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 in the Health portfolio 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: to be read and agreed to

Chapters 2-xx: to be read and agreed to

Appendix 1-3: to be read and agreed to

On the motion of Mr Barr, seconded Mr Maguire:

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 in the Health portfolio 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 Maguire:

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 in the Health portfolio 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 Maguire:

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

Passed unanimously.

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## 17. General business

....

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

Chairman

Committee Manager

## Appendix B—

### 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.
STAYSAFE 8 (1986)	Speed control.
STAYSAFE 9 (1986)	Safe speed and overtaking on 100 km/h roads.
STAYSAFE 10 (1986)	Radar detectors and jammers.
STAYSAFE 11 (1987)	Safety of 2-lane country roads.
STAYSAFE 12 (1988)	Bicycle safety.
STAYSAFE 13 (1989)	Immediate and certain loss of licence for extreme drink-driving.
STAYSAFE 14 (1989)	Malpractice in driver licence testing.
STAYSAFE 15 (1989)	Alert drivers, and safe speeds for heavy vehicles.
STAYSAFE 16 (1990)	B-Doubles.
STAYSAFE 17 (1990)	Novice drivers: the student's view.
STAYSAFE 18 (1990)	Steering novice drivers towards safety.
STAYSAFE 19 (1992)	Alcohol and other drugs on New South Wales roads. I. The problem and countermeasures.
STAYSAFE 20 (1993)	Alcohol and other drugs on New South Wales roads. II. Offences, penalties, and the management of convicted drivers.
STAYSAFE 21 (1992)	Culpable driving.
STAYSAFE 22 (1992)	Towing caravans and trailers safely.
STAYSAFE 23 (1992)	A decade of the STAYSAFE Committee 1982-1992.
STAYSAFE 24 (1992)	Livestock warning signs: Road safety implications of the draft Rural Lands Protection (Amendment) Bill 1992.
STAYSAFE 25 (1994)	Death and serious injury on New South Wales roads: An examination of the provisions of the Crimes Act 1900 (NSW) regarding dangerous driving.
STAYSAFE 26 (1994)	Pedestrian safety. I. School children around buses.
STAYSAFE 27 (1994)	Traffic stops, police chases and police pursuits of motor vehicles.
STAYSAFE 28 (1995)	Sleep disorders, driver fatigue and safe driving.
STAYSAFE 29 (1995)	Pedestrian safety. II. Cleaning windscreens and other itinerant commercial activities on or alongside the roadway.
STAYSAFE 30 (1996)	Pedestrian safety. III. Bicycle courier activities in the Sydney central business district.
STAYSAFE 31 (1996)	Review of the road safety situation in New South Wales in 1994.
STAYSAFE 32 (1996)	Aspects of road safety administration in New South Wales.
STAYSAFE 33 (1996)	Responses to recommendations in STAYSAFE reports of the 50th Parliament.
STAYSAFE 34 (1996)	A 50 km/h general urban speed limit for New South Wales.
STAYSAFE 35 (1997)	The Traffic Amendment (Street and Illegal Drag Racing) Act 1996 - A report into the sunset provision.



- STAYSAFE 36 (1997) Drivers as workers, vehicles as workplaces: Issues in fleet management.
- STAYSAFE 37 (1997) Driver licensing in New South Wales: First entry into the driver licensing system.
- STAYSAFE 38 (1997) Report of the 2nd meeting of Australasian Parliamentary road safety committees and Ministerial nominees, Parliament House, Sydney, Wednesday 2 April 1997 and Thursday 3 April 1997.
- STAYSAFE 39 (1997) Young drivers - Proceedings of a seminar at Parliament House, Sydney, 30 April 1997.
- STAYSAFE 40 (1997) A 50 km/h general urban speed limit for New South Wales: Progress report and edited minutes of evidence.
- STAYSAFE 41 (1998) Review of the road safety situation in New South Wales in 1995.
- STAYSAFE 42 (1998) Review of the road safety situation in New South Wales in 1996.
- STAYSAFE 43 (1998) Electronic drivers licences.
- STAYSAFE 44 (1998) Developing safer motor vehicles for Australia.
- STAYSAFE 45 (1998) Injury prevention and infection control in the taking of blood samples from drivers suspected of alcohol or other drug impairment.
- STAYSAFE 46 (1998) Falling asleep at the wheel C Legal and licensing implications of driver fatigue.
- STAYSAFE 47 (1998) Review of the road safety situation in New South Wales in 1997.
- STAYSAFE 48 (1998). Pedestrian safety. IV. Child pedestrian safety in New South Wales.
- STAYSAFE 49 (1998). Comments concerning the development of uniform traffic law in Australia—the Australian Road Rules.
- STAYSAFE 50 (2000). Speech by Grant McBride MP, STAYSAFE Chairman, in opening the 4th Local Government Road Safety Conference, Millennium Hotel, Kings Cross, 11-13 August 1999.
- STAYSAFE 51 (2000) Review of the road safety situation in New South Wales in 1998.
- STAYSAFE 52 (2001) Responses of Government agencies to recommendations in STAYSAFE reports of the 51st Parliament.
- STAYSAFE 53 (2001) Traffic control and safety around schools - Part 1 - Major recommendations and summary.
- STAYSAFE 53 (2002) Traffic control and safety around schools - Part 2 -Responses of government agencies to the major recommendations and summary.
- STAYSAFE 53 (2002) Traffic control and safety around schools - Part 3 -The evidence.  
VOLUME 1 – The testimony of school communities in 2000.  
VOLUME 2 – The testimony of school communities in 2001.  
VOLUME 3 – The testimony of representatives of government agencies.  
VOLUME 4 – The testimony of representatives of local councils.  
VOLUME 5 – The testimony of bus and taxi operators, representatives of non-government organisations, private citizens and Members of Parliament.
- STAYSAFE 53 (2002) Traffic control and safety around schools - Part 4 - Summaries of submissions received from government agencies, non-government organisations, and the community.
- STAYSAFE 54 (2002) Road safety and street design in town centres: Towards best practice in traffic control and safety for main streets in New South Wales: Proceedings of a conference held at Parliament House, Sydney, 31 July - 1 August 2000.
- STAYSAFE 55 (2002) Review of the road safety situation in New South Wales in 1999.
- STAYSAFE 56 (2004) Railway level crossings: Improving safety where railways and roads intersect at the same level.

- STAYSAFE 57 (2002) Work-related road safety. Proceedings of a seminar held at Sydney, Thursday 8 February 2002.
- STAYSAFE 58 (2002) Bullying, abuse, intimidation and assault on the road – selected Australasian research on ‘road rage’ and aggressive driving.
- STAYSAFE 59 (2002) On strategic planning for road safety in New South Wales.
- STAYSAFE 60 (2002) A decade of the STAYSAFE Committee, 1992-2002.
- STAYSAFE 61 (2004) Car surfing and the carriage of unrestrained and unprotected passengers on motor vehicles.
- STAYSAFE 62 (2004) “Road safety is no accident”: Proceedings of a seminar for World Health Day, 7 April 2004.
- STAYSAFE 63 (2004) Road crash statistics in 2002
- STAYSAFE 64 (2004) Road crash statistics in 2003
- STAYSAFE 65 (2005) Aspects of motorcycle safety in New South Wales—Proceedings of seminars on issues in motorcycle safety held at Sydney, Friday 3 December 2004 and Tuesday 4 May 2005, and other selected papers.
- STAYSAFE66 (2005) Repairing to a price, not a standard: Motor vehicle smash repairs under the Insurance Australia Group (NRMA Insurance) Preferred Repairer Scheme and its implications for roadworthiness, crashworthiness, and road safety.
- STAYSAFE 67 (2006) Driver distraction: Proceedings of an international conference on distracted driving, Sydney, Australia, 2-3 June 2005
- STAYSAFE 68 (2006) Improving the health of the motor vehicle insurance and smash repair industries: Shifting the focus to public safety—Report of a review of progress in implementing the findings and recommendations of an inquiry into motor vehicle smash repairs under the Insurance Australia Group (NRMA Insurance) Preferred Repairer Scheme
- STAYSAFE 69 (2006) Brief comments on organ and tissue donation
- STAYSAFE 70 (2006) Road safety: From local to global perspectives. Proceedings of the 4th meeting of Australasian Parliamentary road safety committees, together with supplementary papers, Monday 3 April 2006 and Tuesday 4 April 2006, Parliament House, Sydney.
- STAYSAFE 71 (2006) The crash testing of repaired motor vehicles: Further report of an inquiry into motor vehicle smash repairs under the Insurance Australia Group (NRMA Insurance) Preferred Repairer Scheme and its implications for roadworthiness, crashworthiness, and road safety.
- STAYSAFE 72 (2006) 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.
- STAYSAFE 73 (2006) Inquiry into road safety administration and mid-term review of the New South Wales Road Safety 2010 strategy: Report on actions undertaken by the WorkCover Authority to address the road safety situation in New South Wales, 2000-2005.
- STAYSAFE 74 (2006) Inquiry into road safety administration and mid-term review of the New South Wales Road Safety 2010 strategy: Report on actions undertaken in the Environment portfolio to address the road safety situation in New South Wales, 2000-2005.
- STAYSAFE 75 (2006) Inquiry into road safety administration and mid-term review of the New South Wales Road Safety 2010 strategy: Report on actions undertaken in the Health portfolio to address the road safety situation in New South Wales, 2000-2005.