

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

Report of an inquiry into actions undertaken
in the Education and Training portfolio to address the
road safety situation in New South Wales, 2000-2005

New South Wales Parliamentary Library cataloguing-in-publication data:

New South Wales. Parliament. Legislative Assembly. STAYSAFE Committee

Inquiry into road safety administration and mid-term review of the New South Wales Road Safety 2010 strategy: Report on actions undertaken in the Education and Training portfolio to address the road safety situation in New South Wales, 2000-2005. STAYSAFE Committee, Parliament NSW Legislative Assembly. [Sydney, NSW] : STAYSAFE Committee, 2006, xxx p.; 30cm

Chair: Paul Gibson MP, Chairman
December 2006

ISBN 0 xxxx xxxx x

1. STAYSAFE—New South Wales
 2. Road safety administration in New South Wales.
 3. Mid-term review of the New South Wales Road Safety 2010 strategy
 4. Report on actions undertaken in the Education and Training portfolio to address the road safety situation in New South Wales, 2000-2005.
- I Title.
- II Series: New South Wales. Parliament. Legislative Assembly. STAYSAFE Committee; STAYSAFE 78; Report 21/53

Table of Contents

Membership & Staff	5
Terms of reference	7
Chairman’s Foreword	9
Executive Summary	11
Recommendations	15
Chapter One – Introduction	xx
Chapter Two – Road Safety Activities and Initiatives by the Education And Training Portfolio	xx
Chapter Three – Governance And Administration Issues Relating To Road Safety for the Education and Training Portfolio	xx
Chapter Four – Road Safety Publications, Speeches and Presentations by the Education and Training Portfolio	xx
References	
Witnesses appearing before the STAYSAFE Committee	
Submissions received by the STAYSAFE Committee	
Appendix A—Extracts from the minutes of the STAYSAFE Committee regarding the	141

Membership & Staff

Chairman	Mr Paul Gibson MP, Member for Blacktown
Members	Mr David Barr MP, Member for Manly
	Mr John Bartlett MP, Member for Port Stephens
	Ms Noreen Hay MP, Member for Wollongong
	Mr Jeff Hunter MP, Member for Lake Macquarie
	Mr Daryl Maguire MP, Member for Wagga Wagga (Opposition Whip)
	Hon. George Souris MP, Member for Upper Hunter
	Hon. Rick Colless MLC
	Hon. Robert Brown MLC
Staff	Hon. Ian West MLC (Vice Chairman)
	Mr Ian Faulks, Committee Manager
	Mr Jim Jefferis, Senior Committee Officer
	Ms Elayne Jay, Senior Committee Officer
	Ms Annette Phelps, Committee Officer
Contact Details	Ms Millie Yeoh, Assistant Committee Officer
	STAYS SAFE Committee
	Legislative Assembly
	Parliament House
	Macquarie Street Sydney NSW 2000
Telephone	(02) 9230 2161
Facsimile	(02) 9230 3309
E-mail	staysafe@parliament.nsw.gov.au
URL	www.parliament.nsw.gov.au

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 Education and Training 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 Education and Training 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 Education and Training 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 Education and Training portfolio's road safety activities and initiatives between 2000 and 2005.

The Education and Training portfolio aims to contribute to the reduction of road trauma by working collaboratively with the Roads and Traffic Authority to promote key road safety messages in schools which underpin public education campaigns. A key part of the portfolio's program on road safety education is driven by what is in the syllabuses.

Some of the road safety highlights of the Education and Training portfolio include programs conducted jointly with the Roads and Traffic Authority that have resulted in increased awareness of road safety as an important adolescent health issue. The North Coast TAFE conducted a survey in 2006 on work related driving habits of staff employed by the Institute.

Between 2000 and 2005, a range of professional development workshops were implemented which allowed participants to examine road safety issues concerning school-aged children. In 2000, a total of 1,557 teachers from 1523 primary schools attended the workshops. Subsequently, professional development was delivered using a targeted schools model focusing on road safety education policies and programs. In 2004-2005, these workshops were aimed at increasing teachers' understanding and awareness of the Department's Road Safety Education Program policies and resources and concepts of safe student behaviours. A further aim was to involve parents in school road safety education initiatives. In addition, a number of TAFE NSW Institutes delivered driving courses for their staff.

In primary school, teaching and learning programs are part of the Personal Development, Health and Physical Education (PDHPE) program which addresses a wide range of road safety issues including pedestrian, passenger and bicycle safety.

Programs in secondary schools address road safety issues such as the impact of alcohol and drug use, risk-taking behaviours, speeding, peer influence and occupant restraint.

The Roads and Traffic Authority's safety around schools program aims to improve safety of school students through a program of engineering works of road safety facilities and other strategies around schools. Other safety issues addressed include: addressing local safety issues around schools and 40 km/h zones; pedestrian and bus access to school sites; bicycle safety on school sites; access to school sites; student parking; and student safety on school buses. The Safety Around Schools Program includes the following components: 40 km/h zones; funding for road safety facilities around schools; school crossing supervisors for infants and primary schools; practical guidance for parents and principals on how to work with key agencies and Local Traffic Committees to address school safety concerns.

In 2004, TAFE NSW – Access and General Education Curriculum Centre and the Roads and Traffic Authority established a partnership to identify the resources to meet the needs of TAFE NSW teachers and learners. The aim was to support the education of young people about road safety issues and responsibilities associated with the driver licensing process.

The Asset Management Directorate of the Department of Education and Training provides a Departmental representative on the Safety Around Schools Review Panel which was formed in response to the STAYSAFE report in 2001. Topics raised have included the School Crossing Supervisors Program, flashing light trials, review of the school zone policy and examination of RTA produced brochures for schools. The Directorate also participates in meetings between DET and the Roads and Traffic Authority focusing on road safety issues to provide advice from a sites and infrastructure perspective. In response to the Deputy Coroner's report, the Directorate provided advice relating to traffic management on and around schools. It noted that the segregation of vehicles and pedestrians is of prime concern.

The Department advised that the key effort to integrate the priority areas of Road Safety 2010 into departmental planning processes involved building upon schools' curriculum activities. Processes are in place for public schools to work with other agencies to address road safety issues.

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 Education and Training portfolio. The following chapter and appendices of the report document the information forwarded to STAYSAFE through written responses from the Minister for Education and Training 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 Education and Training, requesting written briefings. Subsequently, representatives of the Department of Education and Training attended a public hearing where more specific questions relating to matters raised in the written briefings are canvassed. The following chapter contains an edited record of both the written and verbal responses. The material is organised as follows:

- The general subject being examined is indicated, for example:
Provision of advice concerning road safety legislation
- The written questions (if any) asked by STAYSAFE are indicated with the prefix: **QUESTION**
- The Minister's written briefings received in answer to the questions are prefixed: **RESPONSE**
- Specific questions asked in the hearings seeking a verbal responses are indicated by prefixing them with the name of the STAYSAFE Member asking the question, for example, **Mr GIBSON (CHAIRMAN)**
- Answers to the specific questions asked in the hearings are indicated by prefixing them with the name of the witness answering the question, for example, **Mr DOORN**.

Chapter Two—

ROAD SAFETY ACTIVITIES AND INITIATIVES BY THE EDUCATION AND TRAINING PORTFOLIO, 2000-2005

Introductory remarks

The following Education and Training portfolio witnesses appeared before STAYSAFE on Monday 18 September 2006, representing the Honourable Carmel Tebbutt MP, in her capacity as Minister for Education and Training:

Mr Paul Doorn, Manager, Road Safety Education Program

Mr Robert Randall, Director, Curriculum

Ms Beryl Jamieson, General Manager, Asset Management.

Road safety highlights for the Education and Training portfolio 2000-2005

Mr GIBSON (CHAIRMAN): ...What have been the highlights with respect to road safety issues over the past four or five years?

Mr RANDALL: One of the highlights is our ongoing relationship with the Roads and Traffic Authority in terms of its joint safety education program and we are very happy with the quality and coverage of support to schools over the last years. I acknowledge the financial support from the Roads and Traffic Authority for the size of that program. As a consequence of that, one of the things clearly to result from the program is increased awareness of schools and students of road safety as an important adolescent health issue. I would also highlight that we have continued to work in a strong collaborative way with the Roads and Traffic Authority to enhance the quality of the materials in the education programs.

Research projects involving the Education and Training portfolio

QUESTION: The research projects commenced, completed or otherwise in progress over the period 2000-2005 commissioned by or involving agencies with the Education and Training portfolio which concern or which have major implications for road safety, organised under subcategories of:

- the terms of reference of the research project;
- brief background notes to inform the STAYSAFE Committee of the information or events which led to the research project;
- a status report of the current position and any proposed actions so that the STAYSAFE Committee is aware of the intended direction of the research project;
- the resources required for the research project;
- the project manager, and consultant (if any).

RESPONSE: No research projects were undertaken by the Department of Education and Training's Road Safety Education Program or TAFE NSW during the period 2000-2005.

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: The North Coast TAFE conducted a survey in 2006 on work related driving habits of staff employed by the Institute.

The survey involved 117 participants (62 males and 52 females) with the age breakdown as follows:

- 20 - 30 years age group – 3 participants
- 31 - 40 years age group – 10 participants
- 41 - 50 years age group – 48 participants
- 51 - 60 years age group – 53 participants
- over 61 years age group – 3 participants.

Each participant was asked the number of hours spent travelling (by car) each week:

- 1 - 5 hours – 34 participants
- 6 - 10 hours – 38 participants
- 11 - 15 hours – 23 participants
- 16 - 20 hours – 12 participants
- over 20 hours – 9 participants.

Participants were asked to indicate the number of average kilometres that would be travelled each week:

- 0 - 50kms – 8 participants
- 51 - 150kms – 16 participants
- 151 - 250kms – 16 participants
- 251 - 300 kms – 15 participants
- 301 - 400kms – 17 participants
- 401 - 500kms – 13 participants

- over 500kms – 31 participants.

The participants were asked the furthest distance (one way) in which they are required to travel by car for work?

- 1 - 3 hours – 46 participants
- 4 - 6 hours – 57 participants
- over 6 hours – 13 participants

Participants were asked to give the number of near miss car accidents in the past 12 months that they had been involved in:

no accidents – 51 participants
 1 - 3 accidents – 53 participants
 over 4 accidents – 6 participants.

(Seven participants did not answer this question.)

Participants were also asked to provide advice in the number of car accidents they had been involved in during the past 12 months

- no accidents – 112 participants
- 1 - 3 accidents – 4 participants
- over 4 accidents – 0 participants.

(One participant declined to answer this question.)

Relevant training or rehabilitation programs involving the Education and Training portfolio

QUESTION: Details of any training or rehabilitative programs conducted, sponsored or supported by agencies within the Education and Training portfolio, over the period 2000-2005 that explicitly targeted attitudes, knowledge or beliefs about road safety.

RESPONSE: The following support was provided by the Department of Education and Training's Road Safety Education Program.

2000

A state-wide program of professional development workshops was implemented. As part of these workshops participants:

- examined the key aspects of the new Personal Development Health and Physical Education (PDHPE) syllabus that addresses road safety education in the curriculum;
- analysed and discussed road safety issues concerning school-aged children;
- explored the RTA *Move Ahead with Street Sense* resource; and

- planned road safety teaching and learning activities for implementation through school PDHPE programs.

A total of 1,557 teachers from 1,523 primary schools attended these workshops.

Eighty-four primary schools also received targeted support for developing curriculum-based activities that supported passenger safety, pedestrian safety, cycle and bus safety including safety on wheels.

2001-2003

Professional development was delivered using a targeted schools model. The targeted schools consultancy support focussed on:

- informing teachers of road safety education policies;
- assisting schools to develop curriculum-based road safety education programs;
- assisting schools to develop school road safety management plans, policies and action statements;
- providing professional development for teachers on road safety education to be included in teaching and learning activities; and
- informing teachers of the latest resources to support road safety education.

A summary of delivery of key road safety professional development programs to schools during this period follows.

Year	Primary Schools	High Schools	Central Schools
2001	151	55	5
2002	122	66	3
2003	156	31	5

2004-2005

Professional development focussed on workshop delivery of support for the teaching of road safety education as part of Year 7-10 PDHPE. The workshop programs delivered aimed to increase:

- teachers' understanding of road safety education as part of PDHPE;
- teachers' awareness of the Department's Road Safety Education Program, policies and resources;
- teachers' understanding of key road safety concepts, messages and safe student behaviours;
- the effectiveness of school management practices that support safe road use and a safe school environment; and
- the involvement of parents in school road safety education initiatives.

The RTA resources *Road – Risks Your Choice* and *Shifting Gears* were provided to schools with this professional development. In 2005, schools were also offered opportunities for school-based support as an additional follow-up to the workshops.

Summary of delivery of key professional development programs during 2004 and 2005 are outlined in the following tables.

2004

Region	No. of workshops	No. of high schools attended
Western NSW	5	25
Riverina	4	45
New England	3	30
North Coast	4	43
Illawarra and South Coast	3	41
Hunter/Central Coast	3	47
Sydney	3	34
Northern Sydney	3	36
South Western Sydney	5	47
Western Sydney	3	39
Total	36	387

167 primary schools also received professional support for teaching and learning about road safety during 2004.

2005

Region	Schools attending <i>Shifting Gears</i> workshops	Schools attending <i>Shifting Gears</i> writing days	Schools receiving additional support
Hunter/Central Coast	49	32	2
Illawarra/South Coast	36	34	3
New England	31	30	15
North Coast	41	32	0
Northern Sydney	30	20	0
Riverina	44	41	30
South Western Sydney	49	38	0
Sydney	38	34	0
Western Sydney	45	27	1
Western NSW	44	34	6
TOTAL	407	322	57

44 primary schools also received professional support for teaching and learning about road safety in 2005.

A number of TAFE NSW Institutes have delivered driving courses for their staff.

The TAFE NSW Illawarra Institute delivered defensive driver training in 2003/2004 for Institute managers required to travel long distances. The need for this training was

identified as a result of an analysis of incident/injury data at that time. The TAFE NSW Illawarra Institute is currently not experiencing incidents/injuries involving motor vehicles or road safety.

The TAFE NSW North Coast Institute also delivered driver awareness training through the Clear Way Pty Ltd for high risk TAFE NSW North Coast Institute staff. This training was completed in 2006. High risk staff were identified as staff that travel more than 1.5 hours regularly on Institute business.

TAFE NSW Riverina Institute has offered five training programs during the period 2000 – 2005. Details on the programs are as follows:

Coomealla Campus:

129 Koori enrolments (2003-2005) for course Work Skills Program (course number 4127) which includes the following modules:

- 4981H Learning as an Adult
- 4981K Preparation for Driver's Licence
- 8979W Job Seeking Skills
- 9566B Receptive Literacy 1.

TAFEPlus - Category 3 Courses

Coomealla Campus - Introduction to Worksite Traffic Control – 27 students participated in a 6 hour course conducted in August 2004;

Coomealla Campus - Worksite Traffic Control – 4 students participated in a 12 hour course during August 2004;

Coomealla Campus - Stop-Go Traffic Control - 10 students participated in a 6 hour course during August 2004; and

Albury Campus - Traffic Controller Refresher Training for Hume Shire - 20 students participated in a half day course during August 2000.

Community Education

The Adult Migrant Education Services (AMES) integrate road safety into English language courses for newly arrived migrants and refugees and conduct safety focused courses on English for obtaining drivers licences.

Community awareness activities involving the Education and Training portfolio

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

RESPONSE: The Department of Education and Training's Road Safety Education Program has developed a Kindergarten orientation package that consists of a

Powerpoint presentation that schools can use in presentations to parents. The presentation provides statistical information about the incidence of road casualties, reasons why children are at greater risk in the road environment and outlines key road safety messages for children and young people. This is promoted by road safety education consultants during school visits and provided to schools on request.

There were no road safety community awareness activities undertaken by officers or consultants contracted to agencies within TAFE NSW Institutes between 2000 and 2005.

Department of Education and Training involvement in road safety campaigns

QUESTION: Road Safety 2010 states that the Roads and Traffic Authority has formal agreements with the Department of Education and Training and other school sector organisations to support schools and children's services in road safety education including public education campaigns such as Hold Me Close and Take Me to the Right Side of the Road? What has been the Department of Education and Training's involvement in these road safety campaigns?

Response: The NSW Department of Education and Training was not involved in the development or promotion of these specific public education campaigns. The Department works with the Roads and Traffic Authority to promote key road safety messages which underpin public education campaigns such as Hold me close and Take me to the right side of the road.

In primary schools, teaching and learning programs which are part of the Personal Development, Health and Physical Education (PDHPE) address a wide range of road safety issues including pedestrian, passenger and bicycle safety. Programs in secondary schools address road safety issues such as the impact of alcohol and drug use, risk-taking behaviours, speeding, fatigue, peer influence and occupant restraints.

Key road safety messages for primary schools

Early Stage 1 and Stage 1 (Kindergarten to Year 2)

Pedestrian Safety

- Foundation Pedestrian Message: Hold a grown-up's hand
- Hold a grown-up's hand when you're on the footpath
- Hold a grown-up's hand when you cross the road
- Hold a grown-up's hand when you're in a car park

Passenger Safety

- Click clack front 'n' back
- Always buckle up in your seatbelt
- Get in and out of the car on the footpath side
- Wait till the bus has gone and then use a safe place to cross

Safety on Wheels

- Always wear a helmet when you ride or skate
- Ride your bike away from the road

Stage 2 (Years 3 and 4)

Pedestrian Safety

- Use a safe place to cross
- Hold an adult's hand when you cross the road

Passenger Safety

- Click clack front 'n' back
- Get in and out of the car on the footpath side
- Wait till the bus has gone and then use a safe place to cross

Safety on Wheels

- Always wear a helmet when you ride or skate
- Ride your bike away from the road

Stage 3 (Years 5 and 6)

Pedestrian Safety

- Stop! Look! Listen! Think! every time you cross the road
- Use a safe place to cross the road

Passenger Safety

- Always buckle up in your seatbelt
- Get in and out of the car on the footpath side
- Wait till the bus has gone, then use a safe place to cross the road

Safety on Wheels

- Always wear a helmet when you ride or skate
- Ride your bike away from busy roads

Key road safety messages for secondary schools

Stage 4 (Years 7 and 8)

Teaching and learning Stage 4 explores key messages related to the central themes of risk-taking, decision-making and personal responsibility for road safety. The following key messages provide opportunities for students to explore issues that impact on their health and wellbeing;

- decisions have consequences;
- some choices can increase your level of risk;
- recognise what can increase your level of risk;
- make safe decisions that reduce your level of risk;
- be responsible for your own safety;
- speak up for your own safety and that of others; and

- negative peer influence can increase your level of risk.

Stage 5 (Years 9 and 10)

Teaching and learning in Stage 5 focuses on a range of key road safety messages for young people. These messages are promoted within the curriculum and reinforced by the teaching/learning activities within resources:

- driving is a complex task;
- a range of human, vehicle and environmental factors can contribute to crashes;
- effective assessment and identification of risk is critical to safe driving;
- driving safely involves much more than just the physical skills of controlling a car;
- drivers need to take responsibility for their own actions;
- peer influence can negatively affect the behaviour of drivers;
- knowledge of the road rules is an important aspect of driving;
- there are characteristics of young drivers that lead to them being over-represented in crashes; and
- strategies can be developed and implemented to reduce crashes.

Department of Education involvement in Walk Safely to School Day

QUESTION: What has been the Department of Education and Training's involvement in the Walk Safely to School Day? What kind of working relationship with the Roads and Traffic Authority did this initiative involve?

RESPONSE: Walk Safely to School Day is an initiative of the Pedestrian Council of Australia Ltd (PCA). It complements the Walk to Work Day initiative and builds on broader state and national strategies to address obesity as well as issues of preventing road injury and promoting road safety. It targets child pedestrian safety in primary schools by encouraging parents and carers to walk to school with their primary school-aged children.

The Pedestrian Council of Australia, chaired by Mr Harold Scruby is responsible for the development of the Walk Safely to School Day website - www.walk.com.au display of bridge banners, production of posters and co-ordination of school registrations. In NSW, the inaugural Walk Safely to School Day was held in 2001. Developed by the Pedestrian Council of Australia, the supporters of the day included the Department of Education and Training, Catholic Education Commission and Association of Independent Schools, NSW Federation of Parents and Citizen's Association, Roads and Traffic Authority and NSW Health. In NSW a Walk Safely to School Day Committee is responsible for various initiatives that promote and support the day for schools in NSW.

Whilst the Pedestrian Council of Australia and Commonwealth Government now promote the day as a national event, only schools within NSW are supported with

comprehensive materials that reinforce the physical activity and road safety education messages to be promoted on the day.

The Motor Accident Authority (MAA) is responsible for the production and distribution of promotional packs to primary schools and for the secretariat that runs the committee.

The Department of Education and Training's involvement in this event is as follows: representation on NSW Walk Safely to School Day Committee;

- memorandum sent to Principals informing them of the event, along with information flyer and a registration form;
- development of teaching and learning materials to support the day; and
- desktop publishing of flyer and information package for schools.

In 2005, this support also included the development and co-ordination of an online project for Stage 3 classes across NSW to be held in conjunction with Walk Safely to School Day. An email was used to circulate discussion points about the importance of physical activity along with teaching and learning activities to explore participating safely.

Road training centres and training programs

The Hon. RICK COLLESS: Does the department have any input into the operation of the road training centres, such as the one located on Sydney Park Road at Erskineville-Alexandria?

Mr DOORN: Not that particular training facility, no. I am not aware of the one that you have mentioned.

MR GIBSON (CHAIRMAN): It is a Community And Road Education Scheme (CARES) facility.

The Hon. RICK COLLESS: Do you have any input into the program at all? Obviously not.

Mr DOORN: Not that particular one, although we have provided feedback in the past for a range of outside providers, including the one based at St Ives, about the education programs they run for children.

Mr RANDALL: If we are approached for some of those community-based programs about advice in terms of, if you like, getting into schools, how it fits within the school programs and all the others, we would respond positively and work with such groups, but as Mr Doorn said I am not aware of that one.

The Hon. RICK COLLESS: Does the department have any formal training programs such as the one that the Community And Road Education Scheme offers—

Mr RANDALL: No.

The Hon. RICK COLLESS: —for students?

Mr RANDALL: No. I guess we draw the distinction—I made the point in my introductory comments that a key part of our program in terms of road safety education, as with other community education programs, is driven by what is in the syllabuses and our support to do those, and I have talked about the Roads and Traffic Authority, the program we have with those. Having said that, there are schools operating where they will establish relationships with other groups. So they will operate through our schools but in terms of a system wide, department wide, operation, no, we do not in terms of training. Again, I am a little unclear because you have in your mind what that program is about so I am not 100 per cent clear.

The Hon. RICK COLLESS: It is a mini street set up—they have traffic lights and stop signs.

Mr RANDALL: Across the organisation, no, but I would imagine you will find—and some of you may know some of your local schools—where approximations or even in some school set ups they are working with, in terms of road safety and other things like that, even in some school grounds there would be similar sorts of set ups or they will have a relationship with an external group like that.

MR GIBSON (CHAIRMAN): The Community And Road Education Scheme is run by New South Wales Police.

The Hon. IAN WEST (STAYSAFE): In 2001-02 the STAYSAFE Committee held an inquiry into traffic control and safety concerning schools. One issue that came up was an attempt to get some uniformity of recommendations. Has the department looked at that or does it have a wish list for new sites? Each year half a dozen new sites come on board. Is there a document that the department uses as a—

Ms JAMIESON: It is largely a site-by-site exercise, but for every new site there is a complete traffic study undertaken.

Safety Around Schools Program

QUESTION: What is the role of the Department of Education and Training in providing assistance and support to these individual government schools in addressing road safety issues which affect children between home and school?

RESPONSE: Issues related to the changing nature of the road environment' saw the Safer Routes to School Program phased out by the Roads and Traffic Authority in 2002. This program was replaced with the Roads and Traffic Authority's Safety Around Schools Program.

The Roads and Traffic Authority's Safety Around Schools Program aims to improve the safety of school students through a program of engineering works of road safety facilities and other strategies around schools.

The Safety Around Schools Program has the following main components:

- funding for the installation of 40km/h School Zones on all roads with current school access points at schools throughout NSW;
- funding for road safety facilities around schools on state roads and roads within the unincorporated area in the Western area of NSW;
- funding of school crossing supervisors for infants and primary schools;
- establishment of a safety around schools review panel providing independent advice to the Chief Executive of the Roads and Traffic Authority where there is a concern raised by a school about the Roads and Traffic Authority's response to their road safety issue; and
- provision of a practical guide for principals and parent groups on how to work with key agencies to address their school's road safety concerns.
- Issues of concern can also be raised by the school with the local Traffic Committee. These committees are convened by local councils.

Addressing local road safety issues around schools and 40 km/h speed zones

Mr GIBSON (CHAIRMAN): How have you addressed the major problems such as the 40 km/h speed zones in front of schools and the flashing lights?

Mr RANDALL: In the main, I, with the assistance of Mr Doorn, will focus on some of the operation and curriculum side of things and from time to time to Ms Jamieson will talk about the property and facility issues. The delivery of those is about communication with schools. The 40 km/h speed zone is a within-a-school thing and a boarder community one. I will leave the latter one because other agencies will manage that. Within the education community, principals and others are keen to promote and support those sorts of things, so a lot of it is at the local community level. The opportunity for school communities to be involved in planning those things is a key point to make. The key role is working with the local school community to address those local needs. That is the way to deal with them on a case-by-case basis.

Mr GIBSON (CHAIRMAN): Do you consult with schools, the principals, the teachers, the children, the parents or the whole box and dice?

Mr RANDALL: In relation to things like the 40 km/h school speed zones?

Mr GIBSON (CHAIRMAN): Yes?

Mr RANDALL: I will ask the others to comment also in terms of the other structures, but as to the institution of those arrangements, there is a committee structure and Mr Doorn can give the guidelines.

Mr DOORN: There is the "Practical Guide to Safety Around Schools", which is a Roads and Traffic Authority publication. It is a document that schools heavily use in conjunction with principals and consultants from the education department. Primarily one of the recommendations that you made in the STAYSAFE 53 report was that there was this confusion between who do you go to when you have got a problem, whether within your school or outside of your school? The document that was released, I think by the Roads and Traffic Authority, in 2000 and re-released this year actually goes a long way to help principals identify if there are issues to do with speeding or parking outside the school, who they actually go to. A lot of the time it is (d) "all of the above". We certainly do a lot of work with principals and then help the schools develop flyers through newsletters, advertising to parents in that respect as well.

Mr RANDALL: The school certainly operates within a broader community and there are other agencies. If I went on to the point I think with the principals, Mr Doorn outlined the practical guide to addressing road safety issues. Part of that would be to refer those issues to the appropriate authorities, whether it is local government or the Roads and Traffic Authority or the other ones to work those through. Depending on most issues, those principals will keep in contact with those school communities, but as an organisation we do not, I understand, keep a systematic collection of data across the board because we are operating within our school sites and what is happening on that. The monitoring of those issues beyond the school falls into other provinces.

Mr MAGUIRE (STAYSAFE): So in your guide of people to contact and processes to go through, are the local members noted on there? You take the problem to the local member if all else fails?

Ms JAMIESON: It would be the local traffic committee that the principals were mostly in relation to. The local traffic committee is conducted by the local government entity and sometimes has on it the local member.

Mr MAGUIRE (STAYSAFE): Always.

Ms JAMIESON: The schools are encouraged to take up those issues with the local traffic committee because they are part of the community but they are not the community, if you see what I mean. They form an important part of the community but the context of the problem needs to be seen within the local area.

Mr MAGUIRE (STAYSAFE): I tend to find that there is a reluctance by some people to bring problems forward to the local member, but the parents and citizens are not afraid. They will soon step up into the breach and highlight an issue, as was the case on Friday twice. They were not brought to the attention by the employees of the New South Wales Department of Education and Training; they were brought by the parents and citizens in frustration that nothing was getting down.

Mr GIBSON (CHAIRMAN): Do you do a survey each year to look at the areas that you have recommended something be done? If nothing has happened do you ever follow it up or just make a recommendation and then forget it?

Ms JAMIESON: In relation to these local issues, they are dealt with at the local area and people are encouraged to do that through the local traffic committee.

Mr GIBSON (CHAIRMAN): That is right but if they fall by the wayside, and from your point of view it is something that should happen, is there a follow up?

Ms JAMIESON: There is not a follow up from that centrally, no. If it was not working —

MR GIBSON (CHAIRMAN): Should there be a follow up by you? That is what I am asking.

Ms JAMIESON: I would not see that as the most appropriate mechanism for having the matter resolved. The matter needs to be resolved locally.

MR GIBSON (CHAIRMAN): I think it is the only one because you have it on record. If you do not have it on record and you are not pushing it, it falls by the wayside.

Pedestrian and bus access to school sites

The Hon. GEORGE SOURIS (STAYS SAFE): On school sites, on the campus, can you brief the Committee on what the Department of Education and Training has done to improve safety in five particular areas: pedestrian access and movement within the site; bicycle access; staff, visitor and student parking; access roadways and driveways; busways and bus turning circles?

Ms JAMIESON: The busways and bus turning circles are part of the original design process of a new school, basically. They are looked at as part of the design process of how people will arrive at the school in the first place. Many of the bus aspects are outside the school perimeter. So in fact they are part of the overall development of the suburb, not part of the school site. Where that has not been provided for within the overall master plan—

The Hon. GEORGE SOURIS (STAYS SAFE): For the 95 per cent of schools that we are now talking about.

Ms JAMIESON: There is a difference between new ones and old sites. Where in the new development that has not been provided, Education enters into prolonged negotiations with council and the local development about how those terms will be met. But the issue is to ensure that there are safe drop-off points for the bus and that the bus turning circle exists.

The Hon. GEORGE SOURIS (STAYS SAFE): Would you try and make sure that that occurred at the back of a school site rather than on a six-lane highway? Is that a relevant item?

Ms JAMIESON: Generally, new schools are located on distributor roads and collector roads rather than six-lane highways.

The Hon. GEORGE SOURIS (STAYSAFE): Busy arterial routes nonetheless.

Ms JAMIESON: Less busy than arterial roads. Many schools have more than one street access and street face; in fact, it works better if they have more than one. So we are trying to not have them located on arterial roads but on distributor roads and collector roads. Over the last 10 years that has been a definite process of moving towards seeing them designed in those areas. Sometimes the arterial roads appeared after the school was there.

The Hon. GEORGE SOURIS (STAYSAFE): But I can think of many schools also where there is one lane each way but a very busy shopping centre that is the school drop-off point and the other three sides of the block go unused. Surely a bit of retrospective auditing could be done? It is still necessary to be a school zone from that point because of the shopping centre, more than anything else, but why do buses also stop in it? I have got one in mind: there is a pedestrian crossing and shops, it is narrow, and that is where all the buses are as well. It is kind of madness.

Ms JAMIESON: Yes. It does not sound too good.

MR GIBSON (CHAIRMAN): Take it on board.

Ms JAMIESON: Is it pedestrian access in the site or outside the site that we are talking about?

The Hon. GEORGE SOURIS (STAYSAFE): I think it means the flow of pedestrians and traffic within the site.

Ms JAMIESON: The Department desires to keep the pedestrian access and the traffic access within the site separated. It is in the process of developing a set of risk assessment guidelines to ensure that the current management of the school sees that that is operable all the time. So it is a commitment to continuous improvement.

Bicycle safety on school sites

The Hon. GEORGE SOURIS (STAYSAFE): Are bicycles riding around the site?

Ms JAMIESON: There are bicycle storage facilities within the site and they are separated from the general traffic areas within the sites.

The Hon. GEORGE SOURIS (STAYSAFE): Can I assume therefore that bicycle storage points are located away from the busiest of the four potential roads?

Ms JAMIESON: I could not answer that question.

The Hon. GEORGE SOURIS (STAYSAFE): Unfortunately, in many examples they are in the worst possible place in respect of the road.

MR GIBSON (CHAIRMAN): Have most of these actions taken place since 2002?

Ms JAMIESON: Yes. The design aspects of it, no. The design aspects have been an ongoing commitment since the change in the way people brought their children to school. The issues that were raised at the last community meeting dealing with the school resulted in looking at the risk management and from that we have come up with developing risk strategies on the site, which is in a late draft process at the moment. Staff cars are kept away from the rest of the site. I am not sure what the other access question was.

Access to school sites

The Hon. GEORGE SOURIS (STAYSAFE): It was either access roads and driveways or the visitors—people who do not know the site so well.

Ms JAMIESON: The major issue for that would be tradespeople visiting the school's site. For tradespeople visiting the school site there is a requirement that they call ahead and make an appointment so that it is known when they are coming and the issues around the management of their vehicles on the site are part of the contracting environment. So we have a contracting environment to make sure that people understand that the safety of the children is our primary concern. We cover it upfront and we try and manage through them advising people of when they are coming.

Student parking

MR GIBSON (CHAIRMAN): A very important issue from our point of view is student parking, and you have not mentioned that.

Ms JAMIESON: Student parking is not provided on site. So students are driving to the site and they are parking in the street.

MR GIBSON (CHAIRMAN): How do you manage that? Do you have any control over that?

Mr RANDALL: Given the site, I would imagine that is going to be a local issue. With these cases there will be individual cases where people will be somewhat accountable. I think the general approach would be working with those students who are driving to school; there would be the setting up of arrangements between the school and those students to permit that to happen, and part of those arrangements would be where they are parking and, I guess, all the things that follow with that for safety. That would be in terms of the management and the advice to principals about how to manage that on a case-by-case basis.

MR GIBSON (CHAIRMAN): Does that really happen though?

Mr RANDALL: My understanding—and it is not something I have gone to principals and spoken about—but in my general understanding from an education point of view, yes, it does. But I would imagine we would be able to find cases exactly where there is

a contract, an arrangement, with the students at the school that, "If you are going to do this, here is what is expected of you, and if you do not, then you cannot". I imagine there could be cases we could find where things do not work as smoothly. I imagine there would be a range of those. But, again, our advice is the principal is managing these things and a lot of good commonsense is prevailing there. I do not know we have given any specific guidelines on that.

Mr DOORN: No, none.

MR GIBSON (CHAIRMAN): So you are saying that in the planning of a new high school there is no thought given to student parking?

Ms JAMIESON: Student parking would not be seen as one of the priorities, no.

MR GIBSON (CHAIRMAN): I am not talking about a priority. Back in Captain Cook's day it would not have been important but today it is because a lot of 16, 17 and 18-year-old students do drive and drive to school. So we have done nothing about looking at a policy for student parking at new schools?

Ms JAMIESON: We have no policy about student parking.

Road safety issues impacting on the TAFE system

QUESTION: What are the road safety issues that impact on the TAFE system - in terms of TAFE students (who are often young, beginning drivers), keeping up to date with automotive technologies, etc.?

RESPONSE: In 2004, TAFE NSW - Access and General Education Curriculum Centre (A & GECC) and the Road Safety Strategy Branch of the Roads and Traffic Authority established a partnership to identify resources to meet the needs of TAFE NSW teachers and learners to support the education of young people about road safety issues and the responsibilities associated with the driver licensing process.

The following two resources have been developed and distributed to all TAFE NSW libraries, general education, disabilities, Outreach and Aboriginal Programs units:

- Road Risks - Your Choice; and
- Shifting up a gear with TAFE NSW

These resources developed by the Roads and Traffic Authority have been available free of charge for TAFE NSW delivery programs.

The resources provide a range of teaching and learning activities highlighting road safety messages for young people prior to the licensing process. The resources are designed for a range of access and general education courses that are relevant to road safety and literacy/numeracy development. The resources aim to develop student knowledge, skills and understandings that may be applied to a variety of real life situations.

Enrolments in the TAFE NSW module Preparation for Driver's Licence (4918K) have increased by 49 per cent since the development of these resources.

Currently the Access and General Education Curriculum Centre is working with the Roads and Traffic Authority on the development of a new resource under the Safe Celebrating Youthsafe initiative.

Student discussion about road safety and auto technologies at delivery points (classrooms and workshops) are addressed as part of incidental delivery of automotive programs.

TAFE Student Services is aware that some TAFE NSW student associations have arranged for the Roads and Traffic Authority to run "don't drink and drive" education campaigns at TAFE NSW colleges. These have been arranged locally by individual colleges.

The 2007 TAFE NSW Student Association Diary, which is co-ordinated centrally by TAFE Student Services, will carry advice about drink driving in the section relating to 'drugs and alcohol'.

From a college safety perspective, many TAFE NSW colleges are located near busy roads with various traffic safety conditions. Issues such as traffic calming, pedestrian crossings or safety signage are of interest to TAFE NSW colleges to maximise safety awareness for students, staff and visitors.

Department of Education and Training position on school children safety on buses

Mr BARR (STAYSAFE): What is your position on safety belts on school buses? What input have you had to the Ministry of Transport or any other government agency, department or whatever about this issue?

Mr DOORN: We have had input with the Ministry of Transport in its most recent committee. The New South Wales Government position is that all government schools using school buses must follow the New South Wales regulations regarding buses. So if there are seat belts fitted to that particular bus, if you are using that particular bus then students must use them.

Mr BARR (STAYSAFE): But what is your position about it as an issue? Do you have a position that you believe that all buses should be equipped with safety belts?

Mr DOORN: Do I personally have a position?

Mr BARR (STAYSAFE): Or the department. Have you been lobbying or what is the story? You must have a view.

Mr RANDALL: I think the short answer is no. The department has not been lobbying to do that. Mr Doorn's point in terms of following through the requirement, I think the

broader thrust to place safety belts on buses, that is a broader issue. As Mr Doorn said, I think we follow through in terms of where the requirements for bus safety go and then follow through those requirements. If we expressed or formed a view that children could only travel on buses that had safety belts, you then create an inequity and other issues in terms of children getting to things like excursions and the others.

Mr GIBSON (CHAIRMAN): But charter buses have them—that is compulsory.

Mr RANDALL: And they are increasingly becoming available, but I guess in terms of answering the question I am not aware in terms of my involvement that the department has expressed a position one way or the other of the requirement to do that. It would follow the lead of other government agencies on that.

MR GIBSON (CHAIRMAN): Would you say it might send a mixed message through to the kids, because they get into the family car and the first thing mum and dad say is, "Make sure you put your seat belt on". They jump on to our buses and they do not have to worry about a seat belt. You do not see any problem there?

Mr RANDALL: Again if you are asking, my answer a moment ago was about the department's position on it. I recognise that conflict. It would be other examples where we need to work those through. The department is certainly not, if you like, if I put it the other way, opposed to that. It has not expressed a view that that would be a problem or anything like that, and in fact reinforces the importance of those by where those seat belts are, the expectation that they are worn in things like that. So it follow through and supports that approach but it has not gone, in answer to that question, that I am aware of does not have a position of actively pursuing that.

Mr BARR (STAYSAFE): But surely in terms of schoolchildren safety you have a view about this?

Mr RANDALL: I think I have answered that question in terms of my understanding. Again, if you differentiate between the department's position, I am not aware that the department has expressed a view on it. I am happy to take it on notice and clarify that.

Mr BARR (STAYSAFE): If you would, please.

Mr RANDALL: If you are asking about the organisational view, I am not aware that we have expressed, if you like, a positive view about it. Certainly, we have supported the use of it through our expectations and our advice and requirements to principals . But I will take that and clarify that.

Mr BARR (STAYSAFE): I think the public would be surprised if you department did not have a view on the matter.

Mr RANDALL: Again, I guess I have expressed my understanding of the position on it. Again I want to reiterate: where those seat belts are fitted, our expectation is that students, that they are used so that it has a positive view about it and an expectation that they are there, that the fit of seat belts on to all buses is a larger issue and that is

where my comment was that that goes to the other and broader government requirements but I will clarify whether the department has expressed a view about it and get back to you.

QUESTION: Following a question from Mr Barr, does the Department of Education and Training have a formal position on school children safety on buses, particularly with regard to the use of seatbelts on buses?

RESPONSE: The Ministry of Transport is responsible for ensuring that both public and private transport operators provide a safe environment for people travelling on, and working within buses and coaches.

The Department of Education and Training is strongly committed to ensuring the safety of students on buses across NSW and providing opportunities to increase schools' and students' knowledge of their rights and responsibilities as users of public transport.

Measures have been taken by the NSW government to further improve the safety of school bus travel. All new buses manufactured since August 1997 are required to be fitted with seats designed with extra padding, improved padding on interior rails and stanchions and improved mirror and door safety systems.

A memorandum to principals, The Use of Seat Belts on Buses 99/293 (S.211) was distributed to all NSW government schools in July 1999. The memorandum described the new safety features introduced on buses and coaches and made schools aware that they are able to hire buses or coaches fitted with seatbelts, and that all passengers must use seatbelts if they are provided.

The Department's policy on excursions advises principals that when planning excursions, they should attempt to hire buses with seatbelts wherever practicable and particularly for long distance travel.

Another key strategy of the government is to address the safety of students on and near buses through education as part of Personal Development, Health and Physical Education (PDHPE) programs. PDHPE is mandatory in schools from Kindergarten to Year 10. In 2001, all primary schools in NSW received a copy of the School Bus Safety Resource to assist them to address road safety education in the curriculum.

Establishing school zones

The Hon. GEORGE SOURIS (STAYSAFE): Can I ask a question about the local aspect, local input and so on? Some schools should not have almost any relevance to the highway that goes straight past them, in a sense—a six-lane highway, very busy, clearway, peak hour, school buses do not stop there, they stop at the other side of the school, parents do not drop off anyone there, they cannot stop anyway, et cetera. Yet I see plenty of those schools without a high fence. The school speed zone applies and it just does not seem to have relevance. There is no local variation. There is a school on the Princes Highway and there is a speed camera there as well. What is the message? If it just happens to be a school somewhere, even though there is no activity relating to the highway, it will still be a school zone. What is the game there? Lots of flashing going off, lots of people being booked but the school buses and the kids arrival points are nowhere near the highway; they are 100 per cent on the other side of the block.

Ms JAMIESON: The establishment of the school zones does not happen—there is some input at the local level about where the school zones are established, but they are established with the Roads and Traffic Authority about the school zones. So I cannot answer the question—

The Hon. GEORGE SOURIS (STAYSAFE): The point is that every zone is a school zone. You are only saying whether it is 50 yards there or 20 yards there—

Ms JAMIESON: I understand what you are talking about.

The Hon. GEORGE SOURIS (STAYSAFE): It kind of sends a dumb message. With the school I have in mind—it is not in my electorate—we would have been far better off making sure the high fence is impregnable than putting speed cameras.

Ms JAMIESON: Fencing is an issue that we focus a lot of attention on. The schools bring to the attention issues around the fencing that they need around the schools and they are assessed by our security unit and they make recommendations on fencing those schools. In relation to that, a school fencing program is in place to fence schools.

The Hon. GEORGE SOURIS (STAYSAFE): Would do you reckon about Roseville Primary School? Singleton Heights is a nice little village area that has been absolutely fortified but I drive past Roseville High School on my way home to Singleton and there is no fence. So I do not know. I can find many examples where the answer does not ring true.

Ms JAMIESON: We are about to fence our 400th school in relation to putting in the security fencing scheme. We are very careful about doing that. We have a program of continuing to fence schools.

Data collection

MR GIBSON (CHAIRMAN): On Friday we are going to a school in Grafton on the Pacific Highway. They have major problems there, and have had those for a fair while—had them forever virtually. The reason I was talking about a summary or a survey before, if that was on your list, it would be quite obvious that there was a problem there and somebody would have looked at it a long time before now but because there is no data we must rely on the public to bring it to our attention.

Mr DOORN: It is my understanding that the Roads and Traffic Authority collects information of the sort you are talking about through its safety around schools program, which collects information about the 40 kilometre zone, signage, the issues going around it. I am not sure if that is an appropriate way to—

MR GIBSON (CHAIRMAN): It is but we are all good five eights; we can all flick the ball off to someone else. But surely under your umbrella of education you should have some responsibility as well.

Legislative advice concerning road safety or the social and economic costs of road crashes by the Education and Training portfolio

QUESTION: General details of the circumstances where officers employed by agencies within the Education and Training portfolio have provided advice on proposed legislation/ discussion papers, etc., on road safety over the period 2000-2005.

RESPONSE: The Department of Education and Training was represented by the Manager, Road Safety Education Program on the Department of Transport School Bus Safety Working Committee that developed the *Guidelines for Managing School Students' Behaviour on Buses* (2002) and the subsequent review of this document in 2005.

The Department of Education and Training is represented on the Government Agencies Road Safety Council (GARS) by Mr Robert Randall, Director of Curriculum.

The Department made a submission in response to recommendations of the NSW Governments 2005 Country Roads Summit.

In response to the RTA's *Improving safety for young drivers - An options paper for community comment* (2004) the Department made two submissions.

Other significant road safety matters involving the Education and Training portfolio

QUESTION: Are there any other matters relating to activities over the period 2000-2005 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:

Safety Around Schools Review Panel

The Asset Management Directorate of the Department of Education and Training provides a Departmental representative on the *Safety Around Schools Review Panel* which was formed in response to the StaySafe 53 Report in 2001. The panel meets four times a year and considers updates provided by the RTA officers in relation to the RTA's *Safety Around Schools Program*.

Topics raised have included the School Crossing Supervisors Program, flashing light trials, review of the school zone policy and examination of RTA produced brochures for schools.

The Asset Management Directorate also participates in meetings between the Department and the RTA regarding road safety issues to provide advice from a sites and infrastructure aspect.

Deputy State Coroner's recommendations – Death of Bethany Holder

The Department of Education and Training responded to the Deputy State Coroner's recommendations in relation to the death of Bethany Holder at Pittwater House School in 2002.

In response to this issue the Director-General of Education and Training sent a memo to school principals on 17 May 2005 regarding vehicle movements within schools. Advice provided by the Asset Management Directorate in response to the Deputy Coroner's report specifically related to traffic management on and around schools noting that the segregation of vehicles and pedestrians is of prime concern.

Driver fatigue and driver awareness

The TAFE NSW North Coast Institute distributed Driver Fatigue and Driver Awareness strategies via the intranet and campus advertising in 2002 and 2006.

Road safety for migrants

The Adult Migrant Education Services (AMES), as part of its community and migrant education programs engage representatives from local Police Area Commands to talk to students about road safety.

Chapter Three—

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

Integration of Road Safety 2010 into departmental strategic planning processes

Mr GIBSON (CHAIRMAN): We should work more closely too. This Committee first recommended flashing lights and tested them back in 1996. I think the 40 km/h speed zone in front of schools went back many years as well. Let me ask the general final question: What efforts have been undertaken to integrate the priority areas of Road Safety 2010 into departmental strategic planning processes? In other words, what have you done to look at the 2010 strategy in order to get that toll down by 40 per cent if possible?

Mr RANDALL: Obviously the key is the role of education. The key role, if we are working with students in a school, is to build upon the curriculum opportunities. Many of you will know that the curricula given to the department and non-government schools by the Board of Studies. So we start building upon those and the syllabus documents give us the opportunity. For example, in primary schools we start with things like pedestrian, passenger and bicycle safety. In secondary schools we look at road safety issues and with the younger teenagers we pick up issues of alcohol, drug use, risk-taking behaviours, speeding, fatigue, peer influence and occupant restraint.

The curriculum gives us the starting point with that and then through programs we have done in collaboration with the Roads and Traffic Authority we take those opportunities and build them out. The key point I would make, as you would well know, is that across New South Wales some of the local issues will vary and being able to build upon the curriculum using those other materials, local school communities are able to respond to those things in a relative context.

Processes in place for public schools to work with other agencies to address road safety issues

QUESTION: Community based action is an important component of Road Safety 2010. The Strategy refers to the safer Routes to School Program which aims to reduce the number and severity of injuries to primary school children on their journey, and this program involves school communities working with the Roads and Traffic Authority, local councils and NSW Police to identify road safety issues affecting children between home and school.

What processes are currently in place to ensure that individual public schools are able to work with these agencies to effectively identify road safety issues associated with school travel?

Monitoring success of road safety initiatives

Mr MAGUIRE (STAYSAFE): You mentioned that part of your role is to inform school principals how to identify an issue and then take it to the relevant authorities, perhaps a speeding issue to the police or the Roads and Traffic Authority. What mechanism do you have to monitor whether that is a success? The reason I ask is that on Friday 15 September 2006 I looked at two issues relating to schools, both of them 40 km/h school speed zones, one involving a crossing of a major rail line that had been raised in 2001 with the local council yet it is now 2006 and nothing has happened. Kids are still being forced to walk onto the road at that busy crossing because the concerns have not been acted upon. What mechanism do you have to monitor the success of what you are instructing your principals to do? Second, with all of the schools that dot New South Wales, is there a database of problems you have identified that need to be addressed, because both of those problems I have mentioned are serious and they have not been addressed and they are potentially dangerous to children.

Mr GIBSON (CHAIRMAN): Who is the local member?

Mr MAGUIRE (STAYSAFE): I put the cat among the pigeons on Friday as soon as I saw it. Until it is brought to someone's attention this thing just flies around in a vacuum and there seems to be no mechanism to ensure that it is acted upon.

Mr RANDALL: Paul may want to add something, but the systematic collection of data of those factors that are external to the school, the department does not keep that in a systematic way. Our operation is in terms of the school sites and working within those boundaries, so subject to clarification from my colleague, I do not believe we keep systematic information.

Mr MAGUIRE (STAYSAFE): Why not? The issues that you are dealing with are part of an education system that enables children to get to school and home safely, and there is a whole heap of intrinsic things here.

Mechanisms for coordination of road safety issues across private and public school sectors

QUESTION: What mechanisms does the Department of Education and Training have in place for coordinating road safety issues across the education sectors - public school system schools, the Catholic systemic system, and the Independent schools?

RESPONSE: The Department of Education is represented on the RTA's Road Safety Education Resource Development Committee. The Catholic Education Commission, Association of Independent Schools and the Macquarie University Early Childhood

Road Safety Program are also represented on this committee. This committee oversees the development of RTA resources that support road safety education in schools.

Road safety issues are dealt with at a local level by individual schools. In instances where schools are located in the same area, schools may interact with each other to develop local solutions around road safety. This is initiated by schools and local communities.

The RTA co-ordinates safety around schools, through its Safety Around Schools Program.

Addressing road safety as part of the planning process

The Hon. IAN WEST (STAYSAFE): Before you go on can I finish the question? You are saying that there are two aspects to this: in the architectural phase and after the school comes online. Is there anything, firstly, at the architectural stage and, secondly, when it comes online?

Ms JAMIESON: It starts before the architectural stage; it starts at the planning stage. So that we have a long, ongoing relationship with the Department of Planning at the planning stage because there is a whole lot of stuff about the developer of the site and the schools are just buying into the site, and then there is a complete traffic study done at the time that the school is to be established. That still is part of the approval process through council. Then the school is operational. That usually takes care of the bus loading and the parking and the drop-off points for the parents, all of those aspects around site safety.

Our major problem is clearly about what happens then, because 20 years down the track roads have changed, the whole design of the suburb has changed, and those things are then sent by Education to be part of an overall community issue because the changing of what is happening outside the fence is really something that needs to be dealt with as a whole community. One of the biggest changing issues has been the kids and drive. When many of the schools were built in the first place the expectation was that people would walk their children to school and drop them off at the gate. Now in most of our established schools we have got problems about people dropping children off. I clearly have not answered the question.

The Hon. IAN WEST (STAYSAFE): Clearly you have not answered the question.

Ms JAMIESON: Would you like to redirect me?

The Hon. IAN WEST (STAYSAFE): There must be a document the department uses when it goes to the architectural stage that says, "This is what we want. I want you to incorporate this into the architectural design and development and building of the school". I assume it is a design and build contract that is given to a construction company. Is there a department document?

Ms JAMIESON: There is a set of guidelines that has been developed over about 20 years, but they are also focused around individual sites. We would expect that the site provided separation of parking on the site from the students. That is within the guidelines. How it is to be achieved is really about the individual site and the local environment.

The Hon. IAN WEST (STAYSAFE): You have not got a document that is incorporated in the design of it?

Ms JAMIESON: No, because the design is about that individual building and that site.

New and current road safety responsibilities regarding traffic facilities around schools

The Hon. ROBERT BROWN (STAYSAFE): The STAYSAFE Committee recommended that the Department of Education and Training transfer new and any current road safety responsibilities regarding traffic facilities around schools from road safety education curriculum advisers to the property and asset management area. Did this occur and how is this arrangement working?

Ms JAMIESON: Could you run through that again?

The Hon. ROBERT BROWN (STAYSAFE): the STAYSAFE Committee recommended that the Department of Education and Training transfer the responsibility for that planning from the education curriculum advisers to the property and asset management area. Did that occur?

Ms JAMIESON: The property and asset management area does take responsibility for the planning of road safety provisions, yes.

The Hon. ROBERT BROWN (STAYSAFE): And you mentioned in an earlier answer that in regard to the referral of problems from a principal to somebody outside the school to fix it that they normally liaise with what you called a local traffic consulting group or something like that.

Ms JAMIESON: They are called the traffic committee and they are set up by each local government entity. So the school in that instance might take some advice from the local asset manager but if there were works to be done it would be part of the work related to the asset manager. If it is a problem about the speed of traffic going past the gate no works would be done but it is a community issue and it would go through the traffic committee.

The Hon. ROBERT BROWN (STAYSAFE): You also indicated that the department itself does not keep any systems or records related to what issues may or may not have been brought forward to one of those traffic committees by any particular principal. I make the suggestion that I think from an auditing point of view and from just making

sure that problems do not just disappear and all of a sudden a kid gets hit, that it would not be too hard a thing to do to actually record or set up some sort of an auditing program so that you could check that the principal had reported X and a year later if nothing has been done then perhaps the department could take a bit more interest?

Ms JAMIESON: In relation to safety, those issues would be raised with the local asset manager and would appear as part of the merger.

The Hon. ROBERT BROWN (STAYSAFE): That would flow into your asset management area?

Mr RANDALL: If it were an issue that required some work to be done, for example if the driveway were not safe, that would appear as part of the maintenance requirements through that asset system.

The Hon. ROBERT BROWN (STAYSAFE): In a recommendation?

Ms JAMIESON: Yes, about the school site.

Chapter Four—

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

Road safety publications involving the Education and Training portfolio

QUESTION: Bibliographic details of monographs, reports, chapters, journal articles, or pamphlets on road safety written by officers of agencies within the Education and Training portfolio, or consultants contracted to these agencies, that were published over the period 2000-2005.

RESPONSE: There were no published articles on road safety written by officers of agencies within the Education and Training Portfolio between 2000-2005.

Road safety speeches and presentations involving the Education and Training portfolio

QUESTION: Details of papers, seminars and speeches delivered over the period 2000-2005 by officers employed by agencies within the Education and Training portfolio, or consultants contracted to these agencies, that addressed topics in road safety.

RESPONSE: The FleetSafe Taskforce part of State Fleet Services) provided a seminar on vehicle and other driver safety to TAFE NSW North Coast institute staff in 2000.

The key presentation topics of staff included:

- Vehicle quality in relation to safety issues;
- Makes and models of 'SAFETY' vehicles;
- Delivery delays in supply of SAFETY vehicles;
- Lease costs: SAFETY versus standard vehicles;
- Residual values: SAFETY versus standard vehicles;
- Statistics on accidental claims and premiums;
- Advanced driving schools; and
- Managed versus lease only package.

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 Dorrrough, 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 –

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

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

- Friday 15 December 2006

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

STAYS SAFE

PROCEEDINGS OF THE JOINT STANDING COMMITTEE ON ROAD SAFETY

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

MEMBERS PRESENT

Legislative Council

Mr West
Mr Colless

Legislative Assembly

Mr Gibson
Mr Maguire
Mr Barr

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

The Chairman presiding.

1. Apologies

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

2. Previous minutes

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

.....

12. 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 Education and Training 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 Education and Training 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 2-4: to be read and agreed to

Appendix 1-2: read and agreed to

On the motion of Mr West, 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 Education and Training 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 West, 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 Education and Training 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 West, seconded Mr Maguire:

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

Passed unanimously.

....

17. General business

....

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

Chairman

Committee Manager

Appendix 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.

- STAYSAFE 76 (2006) Inquiry into road safety administration and mid-term review of the New South Wales Road Safety 2010 strategy: Report on actions undertaken by agencies within the Transport portfolio to address the road safety situation in New South Wales, 2000-2005.
- STAYSAFE 77 (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 Attorney General's portfolio to address the road safety situation in New South Wales, 2000-2005.
- STAYSAFE 78 (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 Education and Training portfolio to address the road safety situation in New South Wales, 2000-2005.