



Road Safety Research and Evaluation in NSW

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Road Safety Priorities

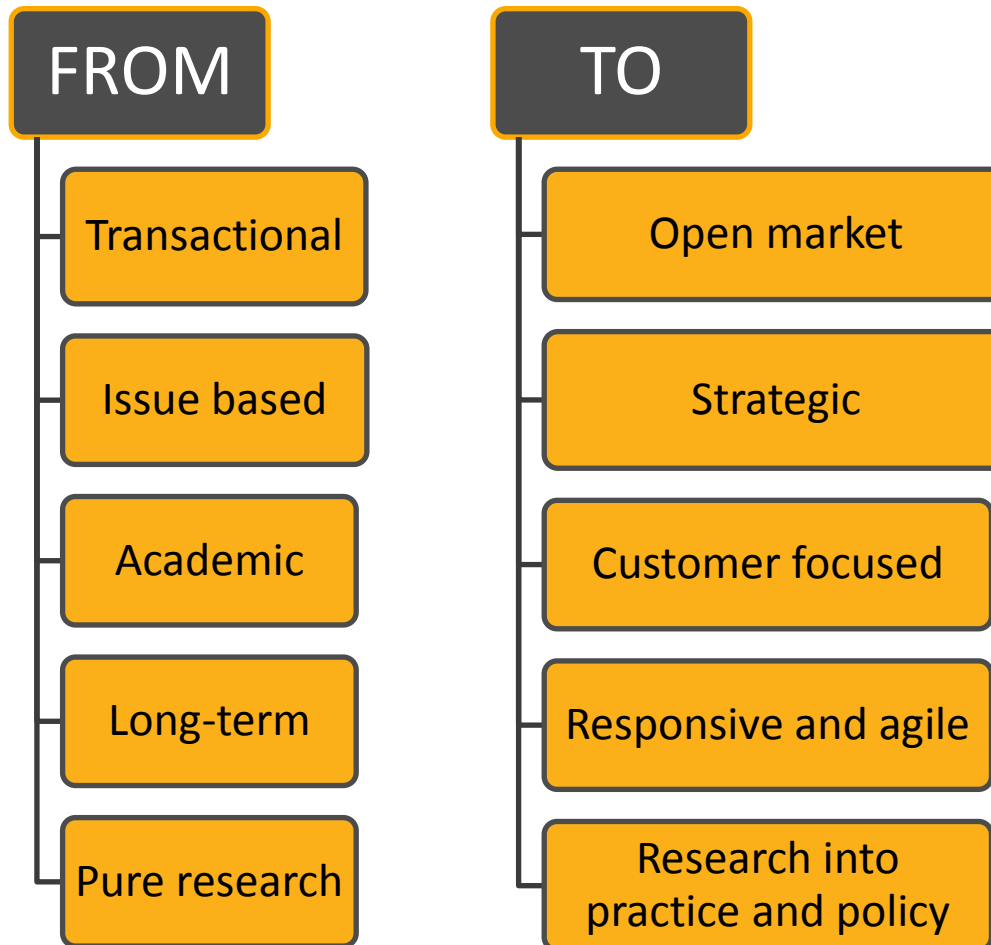


<http://towardszero.nsw.gov.au/>



<https://future.transport.nsw.gov.au/>

Research and Evaluation Approach



Research and Evaluation Activities

Process and outcome evaluations

- Safer Drivers Course – process evaluation
- Mandatory Alcohol Interlock Program – process evaluation
- Evaluation of 40km/h High Pedestrian Activity Areas

Reviews and smaller scale evaluations

- Performance Review of NSW Speed Camera Programs
- Evaluation of Minimum Passing Distance Trial

Research

- Australian Naturalistic Driving Study
- Cooperative Intelligent Transport Initiative (CITI)
- Ongoing research and testing to advance vehicle safety features / equipment and standards

Information and data

- Ongoing crash data processing and analysis
- Ongoing regular data linkage work
- Modelling for key road safety programs

Example: Evaluation of NSW HPAA Program



Crash type	HPAA 40 km/h zones	Other permanent 40 km/h zones	Rest of NSW 40/50/60 km/h zones
All crashes	40%*	35%	28%
Casualty crashes	38%*	30%	20%
Pedestrian casualty crashes	49%	46%	46%
Serious casualty crashes (from 2005)	33%*	11%	4%
Pedestrian serious casualty crashes (from 2005)	46%*	23%	19%

*statistically significant

Example: Crash Testing



Example: The CITI Project



- C-ITS allow for vehicle-to-vehicle and vehicle-to-infrastructure communications.
- Radio waves are used to transmit data between vehicles and roadside infrastructure.
- 58 heavy vehicles and 3 traffic signals have been fitted with C-ITS.
- Identified potential benefits.



Thank you!

Questions?