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# **TRAFFIC AUTHORITY**

## **of New South Wales**

# **ANNUAL REPORT 1983-84**





## Traffic Authority of New South Wales

56-58 Rothschild Ave.,  
Rosebery,  
Box 110, P.O. Rosebery,  
N.S.W. 2018

*Our reference:*

*Your reference:*

Telephone:

The Hon. B. J. Unsworth, M.L.C.,  
Minister for Transport,  
Parliament House,  
SYDNEY.



Dear Mr. Unsworth,

I have pleasure in submitting the Annual Report of the Traffic Authority of New South Wales for the year ended 30th June, 1984.

The report describes the responsibilities and functions of the Authority, records operations and achievements during the report year and outlines ongoing programmes and some future projects.

It is gratifying to report that for the twelve months to 30th June, 1984 the total road fatalities were twenty one per cent lower than the average for the six years prior to Random Breath Testing. The Authority will continue to monitor the Government's initiatives in this respect.

The achievement of the Authority's objectives this year is the end result of the efforts of the Authority's Secretariat, its advisory committees and working parties, and officers of other Departments and organisations. In particular the Authority is indebted to the Department of Main Roads and its officers for the implementation of the works programme and the general operation of the State's traffic facilities. I wish to record my appreciation of the outstanding work they have done.

Yours faithfully,



Chairman.



L066643





## Members of the Traffic Authority at 30th June, 1984

### Official Members

J.W. DAVIES, I.S.O., B.Ec., F.C.I.T.,  
Commissioner for Motor Transport, N.S.W.,  
Chairman.

C.R. ABBOTT, Q.P.M.,  
Commissioner of Police, N.S.W.

K. EDGAR, B.E., M.I.E. Aust., F.C.I.T.,  
Managing Director,  
Urban Transit Authority, N.S.W.

B.N. LODER, B.E., T.C.P., F.I.E. Aust., F.C.I.T.,  
Commissioner for Main Roads, N.S.W.

R.B. SMYTH, B.Sc. (Econ) Hons. (London),  
Dip. T.P. (Auckland), M.R.P.I., M.I.E. Aust.,  
M.I.C.E. (London),  
Director,  
Department of Environment and Planning, N.S.W.

### Appointed Members

J.N. CALPIS,  
Alderman, Council of the City of Sydney.

Mrs. P.A. GOULD,  
Alderman, Albury City Council.  
Representing Local Government and Shires  
Associations of N.S.W.

G.F. MESSITER, B.Sc., (Tech), M. Eng. Sc.,  
M.I.E. Aust.,  
Secretary,  
Ministry of Transport, N.S.W.

H.F. QUINN,  
State Secretary,  
Transport Workers' Union of Australia (N.S.W. Branch).

### Appointment Pending

R. SAUNDERS,  
Representing employers in the Road Transport Industry.

### Adviser

PROFESSOR R.L. HUCKSTEP, C.M.G.,  
M.A., M.D., F.R.C.S., F.R.A.C.S., F.T.S.,  
University of N.S.W. — Ministry of Health Adviser.

## Principal Officers Traffic Authority Secretariat

### Director

H.L. CAMKIN, B.E., Dip. T. & C.P.,  
M.I.E. Aust., F.C.I.T.

### Principal Assistant Director

B.J. HAZEL, B.E., M.S.C.E., M.I.E. Aust.,  
M.I.T.E.

### Special Consultant on Traffic Safety

D.C. HERBERT, B.Sc. (Eng),  
M.I.E. Aust.,

### Secretary

W.A. LEVITT, F.A.S.A., C.P.A., F.C.I.T.



## Members of the Authority



**J.W. DAVIES, I.S.O.**  
*Chairman*



**W. FLEMING**  
*Deputy Member*



**K. EDGAR**  
*Official Member*



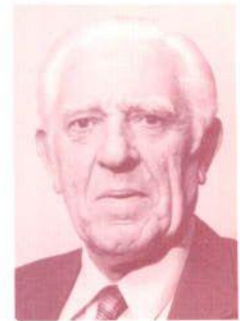
**J.N. CALPIS**  
*Appointed Member*



**B.N. LODER**  
*Official Member*



**R.B. SMYTH**  
*Official Member*



**H.F. QUINN**  
*Appointed Member*



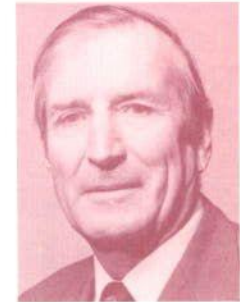
**R. SAUNDERS**  
*Appointment Pending*



**P.A. GOULD**  
*Appointed Member*



**G.F. MESSITER**  
*Appointed Member*



**PROF. H.L. HUCKSTEP**  
*Adviser*



**H.L. CAMKIN**  
*Director*



**W.A. LEVITT**  
*Secretary*



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# The Traffic Authority

## Background

The Traffic Authority of New South Wales is a statutory corporation empowered to act as the State Government agency responsible for traffic safety and traffic management measures. The Authority is constituted under the Traffic Authority Act, 1976 and consists of five official members and four appointed members. A further appointment is pending.

Before the Traffic Authority was established on 1st June, 1976, five Government Departments and a large number of Municipal and Shire Councils worked independently of each other in road traffic matters. There was little co-ordination of policies, local interests overlapped and duplication of effort was inevitable. Although various committees existed to co-ordinate some activities, for the want of specific statutory powers member organisations were not bound by committee decisions.

The need for a management approach to transport planning was recognised in the mid-1970's along with the need for a unified approach to meet traffic related problems. Thus, with the passage of the Traffic Authority Act in 1976, a single decision-making statutory authority was established which assumed full responsibility for road traffic control in New South Wales. The legislation under which the Authority operates is described in Appendix 1.

## Membership

The Traffic Authority Act, 1976 directs that membership of the Authority include as official members the Commissioner for Motor Transport, the Commissioner for Main Roads, the Commissioner of Police, the Director of the Department of Environment and Planning and the Managing Director of the Urban Transit Authority. Official members of the Authority remain so for the duration of their tenure of office as the Departmental Head.

The Act also requires four other members to be appointed by the Minister for Transport. The appointed members are a member or officer of the Council of the City of Sydney, a person appointed by the Minister on the joint nomination of the Local Government Association of New South Wales and the Shires Association of New South Wales, a person appointed by the Minister on the nomination of the Executive Committee of the Transport Workers' Union of Australia (New South Wales Branch) and a person appointed by the Minister as his personal representative.

Appointed members serve for a term of three years and are eligible for reappointment at the end of their terms.

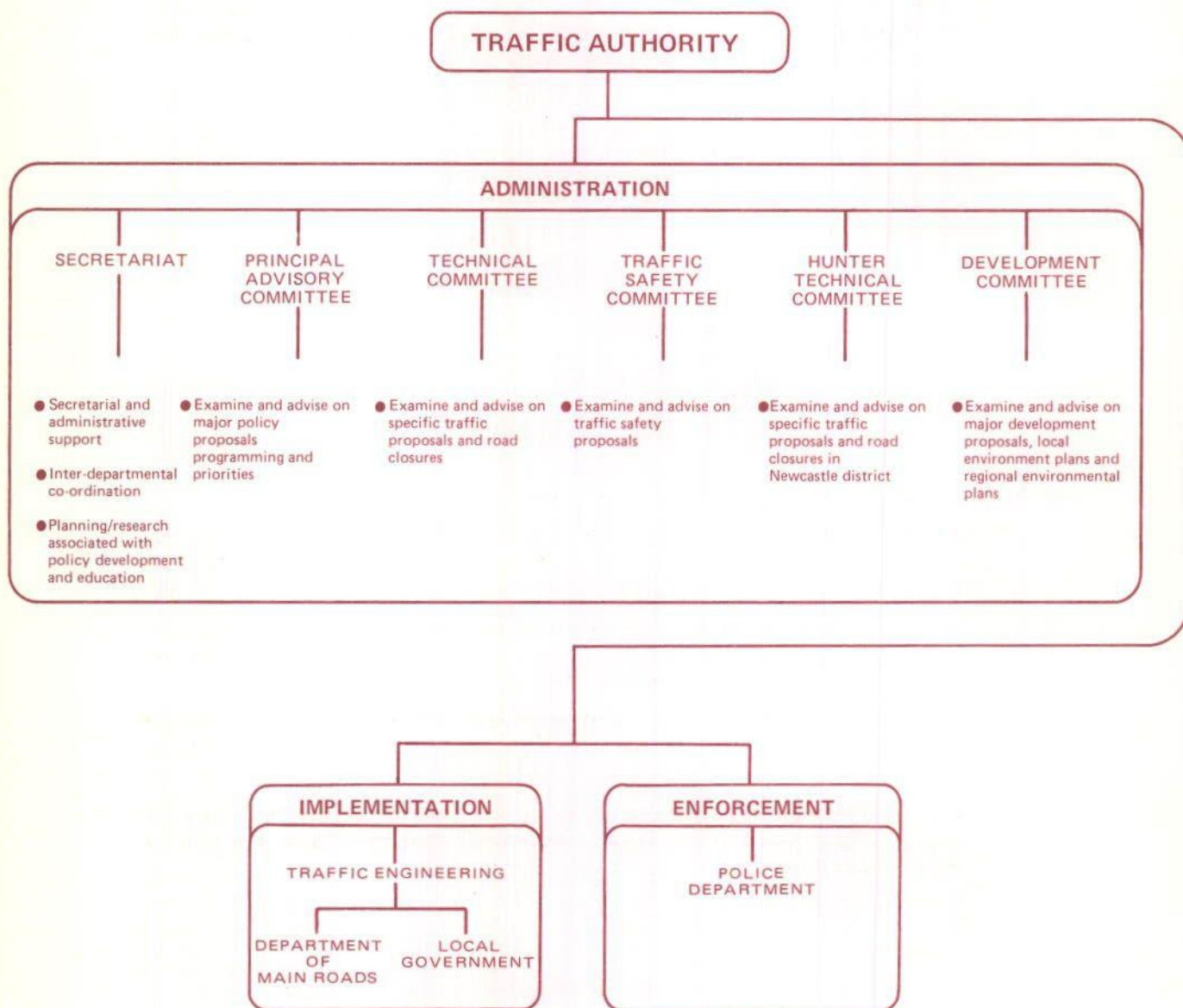
On the Minister's proposal, a person representing employers in the road transport industry participates in the Authority's proceedings pending the passage of necessary legislation. A representative of the Minister for Health attends Traffic Authority meetings in an advisory capacity.

During the year under review the Traffic Authority met on twelve occasions.

The following chart shows the functional responsibilities of the Authority and the organisation of its committee structure which is described further under the Administration section of the report.



## ORGANISATION CHART OF THE TRAFFIC AUTHORITY OF NEW SOUTH WALES







# The Authority's Charter and Goals

The Traffic Authority Act, 1976, requires the Authority to monitor and review traffic facilities and safety in the State and make recommendations for their improvement. The Act requires the Authority to set policies, standards and priorities for implementing improved traffic measures and charges it with the responsibility for promoting traffic safety generally. To enable the Authority to be effective it is responsible, under the Act, for directing and co-ordinating the activities of other public authorities involved with traffic related matters in their day-to-day work.

In the exercise of its responsibilities the Authority works toward the general goals of improving safety and efficiency in the use of the State's roads having regard to traffic, social and environmental factors.

Currently the Authority is reviewing its strategies for further improvements in road safety and road efficiency.

## Road Safety

In pursuing the safety goal the Authority is active in the following main areas.

**Traffic Accident Research** involves the recording and analysis of traffic crash data, evaluating local and overseas investigations and making recommendations for the implementation of engineering, educational or enforcement measures likely to be effective.

**Road Engineering and Environment** involves activities which include traffic engineering and minor structural improvements at and between intersections and removing dangerous roadside objects to improve the safety of the road.

**Vehicle and Equipment** investigations and activities include research into the provision of safer surroundings for vehicle occupants, better crash-worthiness of vehicles and systems for protecting vehicle occupants.

**Human Behaviour** activities include research and action which has resulted in measures such as Random Breath Testing. Other activities are in the areas of driver education and research into attitudes as they relate to road safety.

## Road Efficiency

In promoting an efficient road system the Authority's activities stem from considerations of traffic movement and the amenity of residential and commercial precincts.

**Traffic Movement** improvements are in area-wide traffic control signal systems, transit lanes, better signposting and road marking and the provision of clearways.

**Environment and Amenity** improvement potential lies in the areas of design features and location of roads, diverting heavy traffic from residential areas and encouraging local area traffic management schemes.

Specific activities with which the Authority has been involved this year in meeting its goals are set out in the body of the report as are descriptions of the necessary administrative services provided by the Authority's Secretariat and external organisations.





# Road Safety

## The Extent of the Problem

During the year under review there were 910 fatal traffic crashes in N.S.W. which resulted in 1023 persons being killed. This is 44 less than occurred in 1982/83 and about 280 less than would have occurred if trends in the six years prior to the introduction of Random Breath Testing had persisted. Random Breath Testing was introduced on 17th December, 1982.

The high risk period for fatal crashes on weekdays was between the hours of 3 p.m. and 12 midnight when over half the fatal weekday crashes occurred. Nearly one in three fatal crashes on weekends took place between the late evening and early morning hours on Saturdays and Sundays. Those statistics strengthen independent research concerning the dangers associated with "social drinking" and emphasise a link between late-night, weekend and alcohol-related crashes. More details are given in Appendix 7 Table 1.

In terms of vulnerability, pedestrians, cyclists and motorcyclists accounted for 40% of the 1023 fatalities. The most common age groups for persons killed were 17 to 20 years and 21 to 24 years. Together, those two groups accounted for nearly one-third of all fatalities. Motorcyclists in these groups were particularly over-represented with about 70% of all motorcyclists killed being aged between 17 and 24 years. Pedestrians accounted for 23% of fatalities and about one half of pedestrian fatalities were aged 50 and over, while 20% were 16 or under. (Appendix 7, Table 2).

These figures substantiate various research findings which show that young male drivers and motorcycle riders are relatively high risk road users, as are elderly pedestrians.

The trend in numbers of fatalities per year may be seen from Appendix 8. The graph illustrates the rising trend for New South Wales in the total number of fatalities over the past two decades. This rise was interrupted around 1971 to 1972, coinciding with the introduction of legislation mandating the wearing by motorcyclists of helmets and the wearing by car occupants of available seat belts. The trend then resumed but at a lower level.

The introduction of Random Breath Testing in December 1982 has seen that trend interrupted noticeably once again. It is too early yet to see what the long term effect of RBT will be.

Fatality rates (i.e., the numbers of deaths per 10,000 population or per 10,000 registered motor vehicles) indicate the potential for traffic crashes and deaths to occur with the increasing traffic on the roads. The numbers of deaths per 10,000 registered motor vehicles has fallen from 7.9 in 1963 through 6.1 in 1973 to 3.4 in 1983. The numbers of fatalities per 10,000 population for the same years were 2.2, 2.6 and 1.8, respectively.

A comprehensive statistical statement of road traffic crashes in N.S.W. is available from the Authority.

The Authority's approach to the road problem and its performance within specific areas of responsibility is reviewed under the various headings which follow. The Authority's involvement in the activities of other organisations is also described.



# Traffic Accident Research

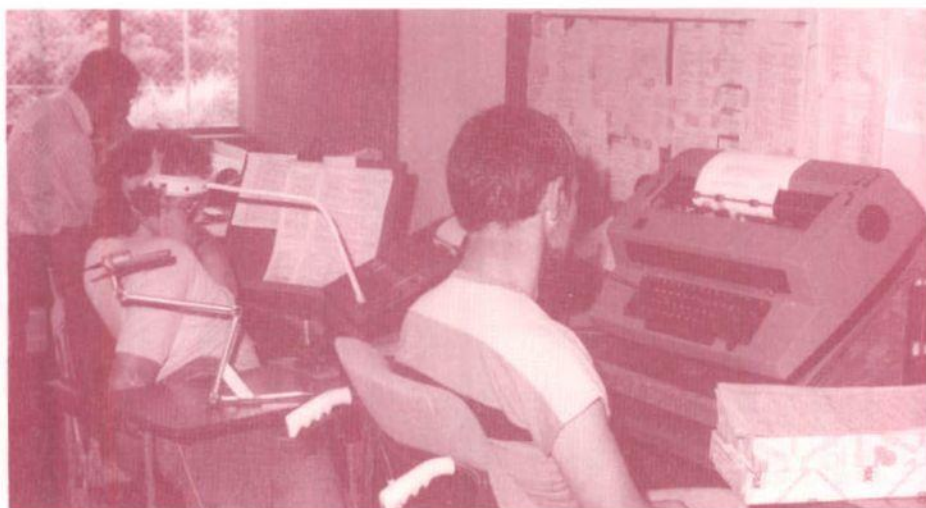
Traffic accident research and development activities are focussed on a matrix of three factors — human, vehicle and environmental — in situations before, during and after a crash. Many elements are likely to be involved in crashes. Some of them are shown below.

	Before the Crash	In the Crash	After the Crash
HUMAN FACTORS	Alcohol Education Enforcement	Seat belt use Crash helmet use	Medical care
VEHICLE FACTORS	Brakes Tyres	Steering columns Vehicle interiors	Entrapment
ENVIRONMENTAL FACTORS	Road alignment Traffic density	Roadside furniture Natural hazards	Accessibility

## Data Analysis

Recommendations and advice the Authority provides from an examination of such factors are based on traffic crash data from information contained in reports furnished by the Police, the Department of Health, N.S.W. Ambulance Service and, for comparative data, the Australian Bureau of Statistics. It also relies on investigations of environmental and traffic engineering factors and evaluation of various countermeasures that have been introduced to improve safety and/or efficiency in traffic movement.

Information from police traffic crash reports is entered into computers to provide the Authority's mass crash data base. The bulk of the coding work was carried out this year by the Australian Quadriplegic Association under contract to the Authority.



*Personnel from the Australian Quadriplegic Association carry out crash data coding.*





This year monthly bulletins of traffic crash data were produced for the purpose of monitoring the road crash situation, particularly the effect of Random Breath Testing. The bulletins were distributed to those with interest in this subject. They have also proved to be a useful source of information for the media.

The system for monitoring progress of the Authority's intersection "black spot" accident reduction programme was improved during the year. The Authority can now provide local Councils and the Department of Main Roads with more comprehensive and current information faster than before. Improvements were also made in methodology for observation surveys of occupant restraint use. Survey methods now allow for all seating positions in a vehicle to be surveyed simultaneously.

## Behavioural Research

Work related to the effects of alcohol and both illicit and prescription drugs carried out with the Department of Pharmacology at the University of Sydney has continued. The ultimate objective is the development of more effective education in relation to drugs and driving. A study of the accuracy of devices used to self-test breath alcohol concentration was completed. Survey research has been conducted into drinking driving knowledge, attitudes and behaviour as part of the continuing process of monitoring the effects of Random Breath Testing.

A State-wide campaign promoting seat belt and child restraint use has been planned for later in 1984. This has been based on a pilot campaign conducted in selected country areas of the State, which demonstrated the effectiveness of the combined use of police enforcement and persuasive communications in promoting seat belt and child restraint use.

During the year advertisements containing undesirable traffic safety related matter were drawn to the attention of the House of Representatives Standing Committee on Road Safety. The Committee subsequently issued a report on advertising which was consistent with the Traffic Authority's stand. The Authority is to be represented at a Trade Practices Commission Conference on the same topic.

Other work has included: assisting in the preparation of the "Be Aware of Bike Riders Booklet", preparation of a submission to the State Parliamentary Standing Committee inquiring into motorcycle safety, evaluation of motorcycle training, and participation in the work of the Advisory Committee on Road Safety Education described on page 16. \*

## Laboratory Testing

Laboratory testing of safety equipment such as seat belts, child restraints, helmets and seat anchorages is carried out for research purposes and at the request of other organisations, such as the Standards Association of Australia. During the year a series of seat tests to check compliance with Australian Design Rules (ADR) were performed for the Federal Government's Office of Road Safety. This activity was part of an increasing involvement in checking vehicle safety components for compliance with those rules. A project to check the suitability of seat belts and child restraint fitment in all new vehicle models was commenced.

The Authority is at times called upon by members of the public to solve specific technical problems and resolves these, where necessary, by an inspection in its laboratory of the vehicle or the safety component concerned.

This year the Authority provided engineering and medical information for the submission on motorcycle safety to the State Government Standing Committee on Road Safety ("Staysafe").





The Authority is also represented on and contributes technical expertise to various committees of the Standards Association of Australia and the Australian Transport Advisory Council on such matters as motorcycle helmets, pedal cycle helmets, road tankers, seat belts, child restraints, truck safety and crashworthiness. This year an adviser was provided to the Federal Government's House of Representatives Standing Committee on Road Safety for its motorcycle helmet inquiry.

## Road Engineering and Environment

### Intersection Improvements

Intersection improvements are important firstly, because some 45% of casualties occur at intersections and secondly, because the traffic carrying capacity of the road network is largely dependent on intersection capacity.

During the year 61 new sets of intersection traffic signals were commissioned and 74 sets of traffic signals were reconstructed to improve safety and capacity. In addition 45 roundabouts and 27 intersection channelisations have been constructed.

Accident "black spot" data provided by the Traffic Accident Research Unit were used extensively in assessing the priority of works. The Authority is directing a particular effort toward reducing hazards at accident "black spots".

The programme of State-wide intersection control, involving the establishment of road hierarchy plans in all Council areas and appropriate signposting of intersections, is more than 95% complete. The outstanding work, in four Council areas, is expected to be completed by the end of 1984.

The number of roundabouts now in operation throughout the State is 101. A further 31 are currently under construction.

Under the traffic facilities programme, the Traffic Authority allocates grants to Councils towards the costs of roundabout design, construction, signposting and associated road marking.

Roundabouts are also used in local area traffic management schemes to aid traffic flow and help control speed in residential streets.

### Black Spots

Through monitoring crash data it is possible to identify locations where crashes occur frequently. Further investigations of those locations can lead to remedial action being taken to reduce crash frequencies. Such crash locations are generally termed "black spots". They are attended to under the Authority's programme by the Department of Main Roads.

The benefits to the community obtained from improving "black spots" are assessed regularly. The costs of the remedial treatments are compared with the savings to the community, in dollar terms, obtained when fewer accidents occur in the period following treatments.

During the year a comprehensive study of the results for 30 sites was conducted, using information for minimum periods of six months before and after treatment. It was found that there had been an accident reduction of 51% during the periods examined. The saving to the community for a 12 month period after treatment was estimated to be about \$2.1 million, indicating a first year rate of return of 2.3 times the cost of the works after one year for those 30 sites.

Other sites have been treated in the programme. Data is available for a total of 45 sites, where there has been an overall reduction in crash frequency of 53% in the study periods.

Appendix 6 outlines progress on the "black spot" programme since its inception in 1980/81.



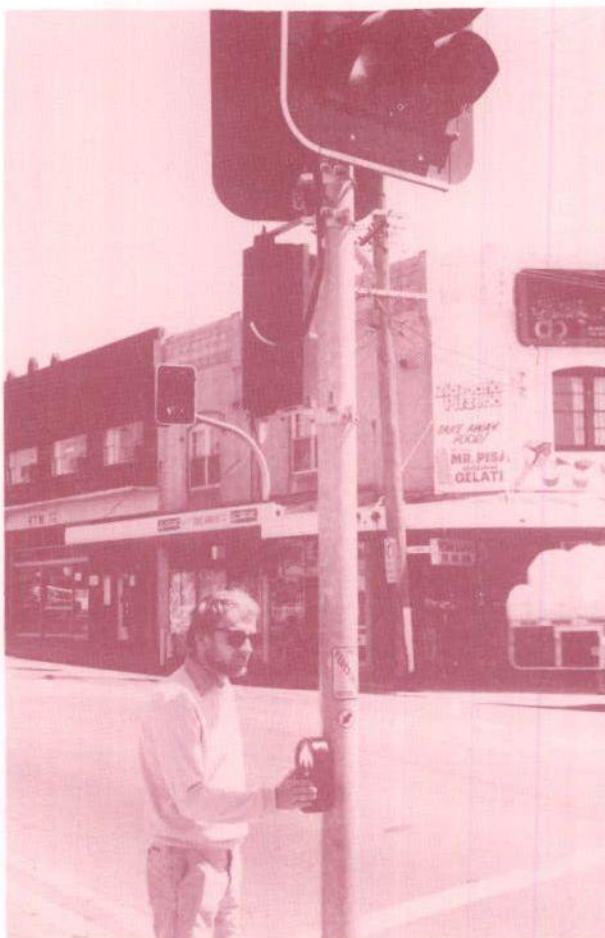
## Safety at Schools

The Authority allocates a high priority to improving safety for children in the vicinity of schools. Works carried out include "zebra" crossings, warning signs which alert drivers to the presence of children and parking restrictions to improve visibility. In addition, two new pedestrian-actuated traffic control signals and nine intersection traffic signals incorporating pedestrian facilities were installed near schools.

## Pedestrian Safety Improvements

Pedestrians constituted about 20% of road fatalities in 1983/84 and priority is given to improving pedestrian safety wherever practical. During the year four mid-block signals were installed specifically for pedestrian use and pedestrian facilities were incorporated in the majority of new or reconstructed intersection traffic signals.

Audio-tactile devices to assist those with sight and hearing disabilities were installed at eight locations following consultation with the Royal Blind Association, bringing the total to 82.



*A vision handicapped person makes use of the audible device installed on a traffic signal.*

## Cycleways

The Authority continued its involvement in the subsidy scheme to fund cycleways on a 50/50 basis with Councils. In addition the Authority made available to Councils, on request, advice on the planning and engineering aspects of cycleways. During the year 16 cycleways were completed and several others were in hand at 30th June, 1984.

## Miscellaneous Works

During the year approximately 80 miscellaneous traffic facility works were completed; they included improving skid resistance at sites with skidding problems, erection of guard-rails to reduce accident severity, provision of additional lanes for climbing and overtaking and assorted works such as bus bays and median adjustments.

## Collisions with Roadside Objects

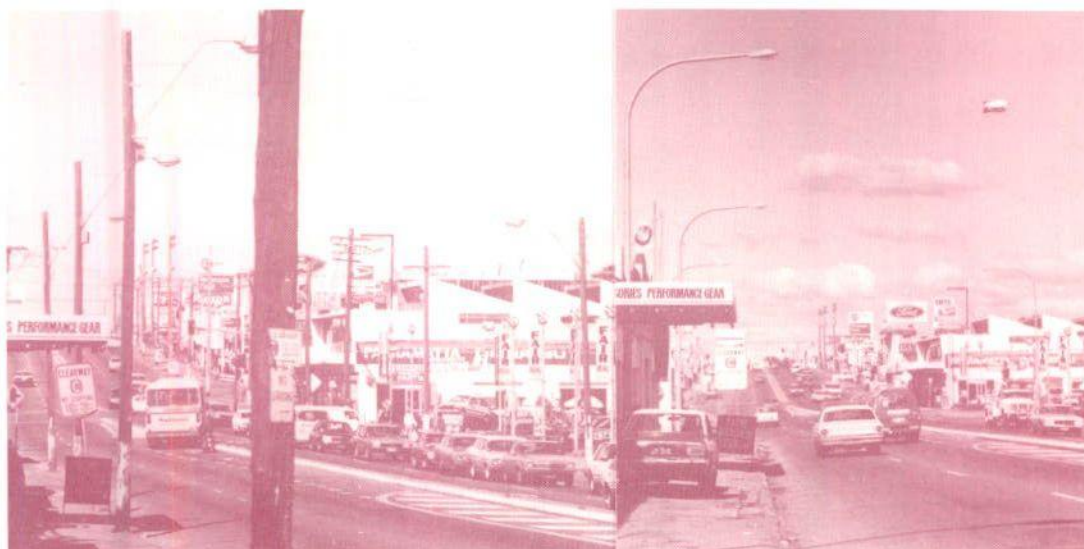
Roadside objects, particularly utility poles and trees, are involved in about 20% of fatal crashes each year.

In response to this situation, the Traffic Authority maintains an ongoing programme to identify dangerous locations and to formulate remedial measures. In those cases where electricity pole placement is shown to be hazardous, the Energy Authority is advised of the Authority's recommendations. The Energy Authority is empowered by the Electricity Development Act, 1980, to act on that advice and direct the removal or relocation of the hazardous poles.

The second stage of the programme is now in progress. This stage is concerned with incidents where poles were involved in three or more collisions over the five year period ended December 1982. This approach will be used to identify hazardous pole locations in future years.

A total of 270 poles have been investigated and remedial treatment, involving pole removal or relocation, has been identified for more than 200 poles. Roadworks or traffic management treatments have been identified for a further 60 poles. Remedial treatment has been completed for about 120 of the poles requiring relocation and the bulk of those poles requiring roadbased solutions.

The programme has been extended to all parts of the State, involving a total of 224 further sites. These are presently being examined to determine the appropriate remedial treatment.



*(Photographs Courtesy of Prospect County Council)*

*Before*

*After*

*The photographs illustrates an improvement in visual amenity by the removal of electricity poles.*





## Human Factors

### Random Breath Testing

Following the recommendation of the Joint Parliamentary Standing Committee on Road Safety ("Staysafe"), the Government introduced Random Breath Testing (RBT) in December, 1982 for a three year trial. The Government's determination that RBT be given a real trial was demonstrated by the immediate and sustained level of highly visible Police enforcement operations combined with an intensive all-media advertising campaign. The success of RBT is illustrated by the graph on page 15. \*\*

Throughout the year under review, the Government's efforts to keep RBT effective as a deterrent to drink-driving have been maintained.

The RBT programme this year was designed to achieve an increased perception of the risk of being apprehended. This has been achieved by intensified enforcement activity and advertising which has highlighted the wide-spread and highly visible deployment of Police breath testing stations heavily supported by Highway Patrol activity.

The advertising programme, again funded by the Authority, has been sustained throughout the year to keep the RBT theme "How will you go when you sit for the test?" and the enforcement programme constantly before the driving public. Once again these messages were carried in all media, across the State, with particular emphasis given to holiday times of the year.

Police enforcement was raised during 1983/84 to greater levels than the first six months of RBT. Over 1,165,000 random breath tests were carried out during the year resulting in 6,681 people being charged with drink-driving offences, an overall charge rate of less than 1%. The low charge rate is a good indication of the success of the Government's drink-driving education and enforcement programme.

Late in the year a specially equipped mini-van was introduced on trial to make RBT operations more conspicuous to the public and more efficient for the Police.

For the 12 months to the end of June, 1984 there were 1,023 fatalities. This was about 20% lower than might have been expected on the basis of the immediate pre-RBT years. However the latter half of the year (January to June) saw an increase in fatalities compared with the first half of the year and compared also with the same period in the previous year.

The trends are being carefully monitored by the Traffic Authority, working in conjunction with the Bureau of Crime Statistics and Research, to evaluate the effectiveness and efficiency of the RBT legislation.

### *Supportive Activities*

As in previous years, the functions of other organisations led to the Authority being involved in a variety of activities.

### *Staysafe*

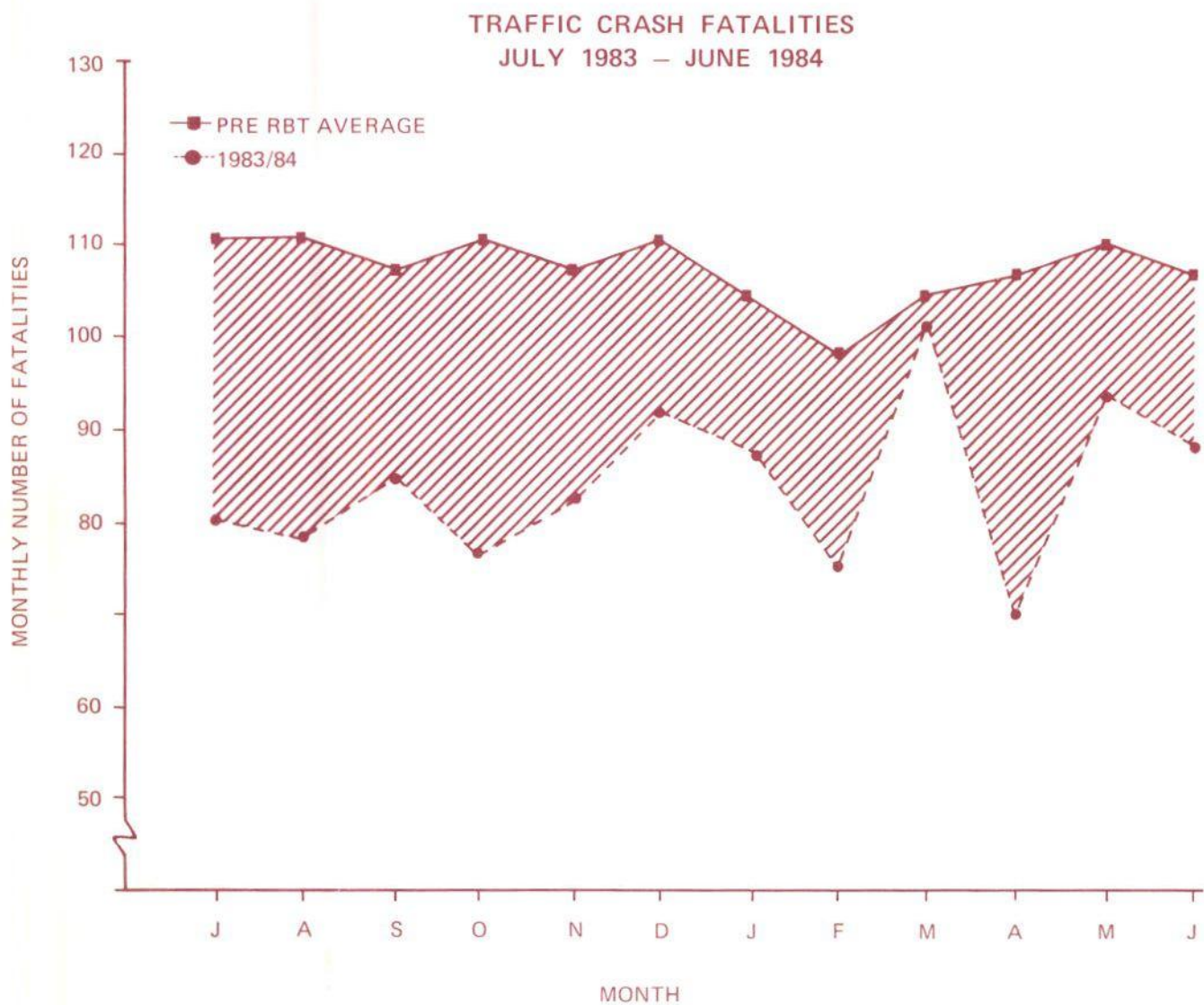
The "Staysafe" report entitled "Car Driver Licensing And Road Safety" was presented to the Government on 3rd May, 1984. The Committee is now concluding its work on Motorcycling Safety which was the subject of a written submission to "Staysafe" from the Traffic Authority.

While the Authority was not involved in the day-by-day activities of "Staysafe", it provided an extensive range of statistical data, analyses and other information for the Committee's consideration on an ad hoc basis. Mr. D. C. Herbert (Special Consultant on Traffic Safety) was made available by the Authority to assist the Committee. During the year under review Mr. Herbert maintained a close association with the Committee by attending, at its invitation, all meetings, inspections and hearings.



Mr. Herbert's role of adviser to "Staysafe" is continuing as the Committee pursues its enquiries in addressing other aspects of traffic safety.

The Authority is continuing its association with the "Staysafe" Committee in providing information and statistical data.







## National Drink-Drive Campaign

This campaign followed a similar campaign in 1982/83. Once again, the Commonwealth, States and Territories contributed funds, dollar for dollar, to a total of \$1 million. The New South Wales contribution was approximately \$175,000.

The campaign featured a "guardian angel" who exhorted drink-drivers to plan ahead so that they would avoid drinking and driving. The concept was developed with input from the Traffic Authority to support existing publicity concerning RBT. The campaign ran during the latter part of 1983/84 on television and radio.

## Advisory Committee on Road Safety Education

The habits and attitudes gained by children in their formative years can have a great influence on later behaviour. In recognition of this, a need was seen by the Authority to further develop resources for road safety education in schools to better equip children as future road users.

In collaboration with the Department of Education the Authority funded the establishment within the Department of a Road Safety Education Committee. The Committee's aim is to review, co-ordinate and develop road safety related activities within the school system.

Community and Government interests are represented on the Committee which is co-ordinated by a full-time executive officer from the Department of Education. That officer's salary is met by the Authority as are other expenses incurred by the Committee.

The Committee has reviewed road safety education material available for children from kindergarten to year six. Based on that review the Committee is producing a directory of resource material. A survey of road safety education needs in schools has been completed and workshops of education professionals have developed draft curricula.

A "parent package" of resource material is under development which will contain materials related to school management, school environment and school curriculum. This material will enable principals to enlist the active support of parents in road safety education and to obtain their co-operation in improving the school safety environment by their own good safety practices.

Projects in planning are an implementation study on the Drink-Drive Education Kit; an update of the Kit; and, the development and production of material in support of the Authority's Seat Belt/Child Restraint Campaign of 1984/85.

The Committee has provided active support for the State Bicycle Advisory Committee's Bike-Ed Programme. A full-time co-ordinator has been appointed for the Hunter Education Region. A Regional Continuation Programme has been undertaken for the South Coast and Hunter Regions, and Regional Expansion Programmes have been effected in North Sydney, North Coast, Metropolitan West and North West. Teachers are being trained and programmes are being developed as a result of the inservice training.

## Forum of Road Safety Committees

To stimulate collaboration and facilitate the exchange of ideas, the Authority established a Forum for numerous organisations and groups having a particular interest in road safety. The Authority was concerned that many such groups were working in isolation and in many cases appeared to be duplicating much of the work already being carried out by others.

The Forum is not a standing committee of the Authority but serves as a valuable interface with professional and other community interest groups, and its proceedings make a valuable input to the Authority's consideration of many safety matters. Membership of the Forum is shown in Appendix 4.



## Cycle Safety

The State Government has funded cycle safety to the extent of \$350,000 each year, since 1976. Such funding is available on a dollar for dollar basis to local Councils for construction of bicycle engineering facilities and bicycle studies. Additionally education enforcement and encouragement programmes were continued. The Authority provides the State Bicycle Advisory Committee with technical and behavioural advice on bicycle safety. Also the Authority makes available to Councils, on request, advice on the planning and engineering aspects of cycleways and other bicycle projects.

The Bike-Ed Programme has been expanded and extended into six Education Department regions of New South Wales. This programme is being implemented by the Advisory Committee on Road Safety Education.

A booklet aimed at motorists entitled "The Be Aware of Bike Riders Book" was produced by the Traffic Authority. This booklet informs motorists of the need to share roads with cyclists and is illustrated with a series of cartoons. The booklet was distributed by the NRMA in the "Open Road".

## Road Efficiency

In pursuit of the Authority's second major goal, that is, the promotion of an efficient road system, it takes into account the factors of traffic movement, environment and residential and commercial amenity.

## Overseas Investigations

Following reports of changes in traffic management practices in Europe and North America in the areas of priority for public transport and safety and environmental improvements in residential areas, the Traffic Authority sent its Director, Mr. H.L. Camkin, on a brief overseas investigative tour. The investigation centred on his attending the conference, "Transportation: An International Overview" in London during mid-August 1983.

Discussion at the conference identified particular areas of interest in England, the Netherlands, U.S.A. and Canada. Mr. Camkin proceeded to those countries after the conference for inspections and discussions with officers of the various transport administrations.

Following Mr. Camkin's return to Sydney on 12th September, 1983, a comprehensive "state of the art" report was presented to the Traffic Authority and the Government in October, 1983. The report contained an overview of contemporary traffic management in Europe and North America, a discussion of overseas traffic management and transportation planning and a review of specific aspects of topical interest to New South Wales.





## Development of Policy and Guidelines

The Authority has continued to explore ways of improving the flow of both passenger and goods vehicles on major arterial roads and making full use of the existing road resource. These objectives are addressed having due regard to the often competing interests of land use amenity and access requirements.

Various initiatives flowing from these investigations include the recent introduction of bus priority legislation; the increased installation of roundabouts at both minor and major road intersections to better order traffic movements; the trial and evaluation of local area traffic management techniques and the introduction of "left turn on red" at appropriate signalized intersections. Some of these initiatives are reported in detail elsewhere in this report.

In addition to physical measures, the Authority has continued to develop a range of policies designed to achieve efficiency improvements. These include policies relating to the regulation and allocation of kerbside parking, access control, road marking and signposting and fuel conservation.

The Authority's policies and findings are disseminated through published guidelines and research reports issued to Councils, other Government agencies, developers and the general public.

## Traffic Movement

### Sydney Road Hierarchy Plan

Over the last three years the Authority, in close consultation with Council officers, has been developing a Road Hierarchy Plan for the Sydney metropolitan area. The objective of this Plan is to produce a rational road system for Sydney embodying safety, efficiency and environmental considerations. The Plan will provide the framework necessary for orderly planning of land use and implementation of local area management schemes.

The first stage of the Plan is complete. Summary technical reports and associated maps are to be published shortly.

### Traffic Signal Co-ordination

The Sydney Co-ordinated Adaptive Traffic System (SCATS) is recognised as one of the world's most advanced traffic control systems. The system includes the central supervisory computer at the Oxford Street site; 12 regional computers at key locations in the Metropolitan area and another 24 microcomputers which were installed to control the traffic signals at intersections. Through this system, the operating cycles of connecting traffic signals are controlled and co-ordinated in response to traffic flows and conditions. SCATS is progressively being extended to cover the whole of the Sydney metropolitan area and the urban areas of Newcastle and Wollongong.



Research has shown that signal co-ordination substantially reduces journey times and the number of stops required by motorists, and has the potential to reduce the State's petrol consumption by 60 million litres per year.

The scheme to provide dynamic wide area co-ordination of traffic signals throughout Sydney, Newcastle and Wollongong was continued during the year with an additional 163 signals connected to the computer system.

A total of 946 intersections are now connected to the network and a further 158 sites in the Sydney Central Business District are connected to a less sophisticated system.

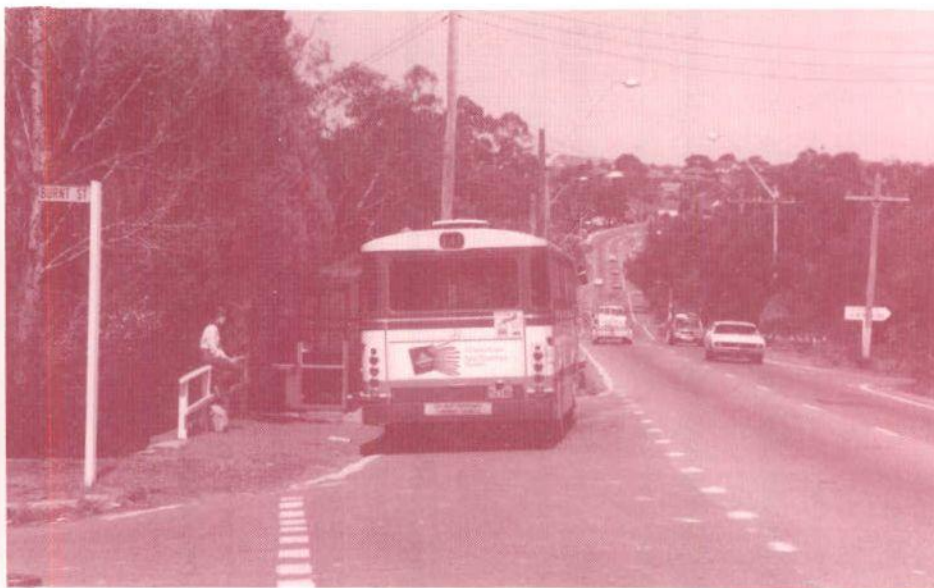
## Clearways

In the Sydney metropolitan area clearway restrictions are in force on one or both sides of most major traffic routes. Generally the restrictions apply during morning and afternoon peak hours on weekdays on routes where the level of service would otherwise be very low; the traffic volumes exceeding the capacity of the roads concerned. Investigation of new clearway proposals in congested arterial roads in Sydney is an ongoing task of the Authority.

## Bus Priority

During the year several bus priority measures were instigated by the Traffic Authority as part of an ongoing programme to assist the movement of bus passengers, minimise delays to bus services, improve bus schedule adherence and enhance the effectiveness of public transport.

On 13th January, 1984 the Motor Traffic Regulations were amended to give buses priority when leaving bus stops, bus bays and bus zones. Under the amended Regulations motorists travelling in the kerbside lane are required to give way to buses attempting to enter the traffic stream from adjacent bus stops, bays or zones.



*Under new regulations drivers must now give-way and allow buses priority when they are leaving bus stops, bus bays and bus zones.*





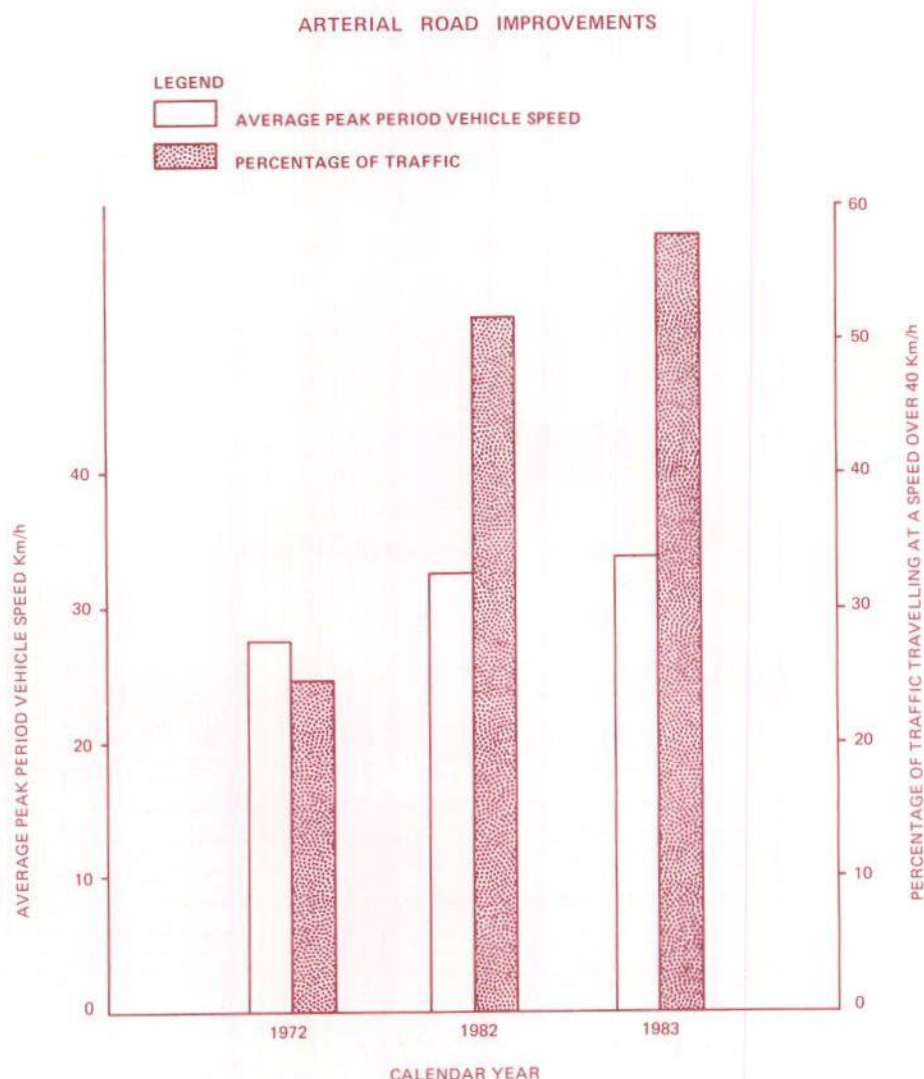
A full review of the scope and effectiveness of the amended legislation is to be made after one year's operation.

In December 1983, an afternoon peak "bus only" lane was established in the northern end of Clarence Street to assist the movement of buses onto the Harbour Bridge. This initiative followed investigations by a Technical Committee working party established to examine bus priority measures.

## Arterial Road Improvements

Over the last decade, traffic on urban roads has increased by around 25%. Improved traffic management techniques on Sydney's arterial roads have brought an increase in average peak period vehicle speeds of 5 km/h for the period 1972 to 1982 and a further 1 km/h for 1982 to 1983. While these peak period increases may seem small, it is important to note that the percentage of traffic travelling at a speed over 40 km/h increased from 25% in 1972, to 52% in 1982 and to 58% in 1983.

Travel time data is collected from surveys by the Department of Main Roads and covers the seven major arterial roads centred on Sydney and Parramatta. The detailed monitoring system begun in November 1981 provides ongoing performance evaluation.





# Environment and Amenity

## Local Area Traffic Management

The Authority has long been concerned about environmental and safety problems arising from increases in through-traffic and speeds on what were once quiet residential streets. Some time ago the application of lower speed limits in such streets was contemplated. The Authority considered arbitrary low speed limits unworkable and agreed that for a solution to be effective the road environment needed to be changed. Drawing on its previous experience and investigation of devices such as road humps, stop signs, and pavement narrowings used as traffic controls the Authority concluded that the best approach was a comprehensive area plan to change the nature of the local road system, particularly in residential areas.

The Authority prepared and distributed to all Councils comprehensive guidelines on the planning and implementation of local area traffic management schemes. The main aim of the guidelines was to encourage Councils to undertake local area traffic management schemes and to generate comments from Councils to further develop local area traffic management philosophies and practices.

Leaflets describing the objective of the schemes were also produced for public distribution.

At the instigation of the Authority, Canterbury and Willoughby Municipal Councils prepared and implemented trial local area traffic management schemes. The schemes are being monitored to determine their effectiveness in traffic management terms and assess whether the various types of control measures are acceptable to the community.

The Authority also sponsored a ten day course on local area traffic management at the University of New South Wales. The course was attended by thirty five engineers, planners and technicians from various Councils in the State. Details of that initiative are given later.

The guidelines, planning and implementation of the trial schemes in the Canterbury and Willoughby Municipal Councils and the ten day course has generated a great deal of interest and discussion on local area traffic management. The Authority has received comments from Councils, residents and other interested parties. The comments will be used to revise the guidelines.

Presently the Authority is preparing audio-visual presentations on local area traffic management with a view to increasing the awareness of the general public to environmental planning.

## Shared Zones

The Dutch concept of a "Woonerf", or "Shared Zone" can be used as a means of affording pedestrians protection where they cannot be segregated from motor vehicles such as in car parks and shopping malls. They would also allow better use of light traffic streets in residential areas by allowing pedestrians to share the street with vehicles. This is achieved by designing areas so that drivers are aware they are entering a special area and drive their vehicles at a slower pace.

The technical design aspects of "shared zones" and the required legislative amendments to effect them have been examined by the Authority. Further progress now depends on the reaction of local government authorities to "shared zones".





## Parking of Heavy Vehicles in Residential Areas

As a result of a report examining the problems created by indiscriminate parking of heavy vehicles in residential streets, a Working Party consisting of representatives from the Transport Workers Union, the Police Traffic Branch, the NRMA, and the Traffic Authority was established to plan, implement and monitor a trial parking scheme for heavy vehicles in selected Council areas.

The Working Party has selected Canterbury and Bankstown Council areas to conduct the trial scheme on the basis of the number and severity of complaints received from the public. The trial parking scheme in essence will include:

- provision of specially designated and controlled parking zones on suitable residential and non-residential streets and authorised parking areas away from residential areas but within easy reach of highway and principal routes;
- provision of special signs for heavy vehicle parking zones, authorised parking areas and directions to such parking places;
- enforcement of the relevant provisions of the Motor Traffic Act and Metropolitan Traffic Act; and
- publicity of the trial.

Bankstown and Canterbury Councils have conducted a comprehensive survey and prepared area maps showing available on-street and off-street parking opportunities for heavy vehicles based on the Authority's criteria for selection of parking zones.



# Administration

## Legislative Developments

During the year under review the Traffic Authority sought changes to the legislation on various matters of traffic safety and traffic management. These proposals arise from representations to the Authority or are initiatives from within the Authority itself.

- **Review of National Road Traffic Codes.** Following a review of the differences in traffic laws between States and Territories and between the National Road Traffic Code and New South Wales Regulations, Motor Traffic Regulations were amended on 21st October, 1983, to prohibit:—
  - (a) Standing within 18 metres of any level crossing; and
  - (b) Overtaking immediately before or on a level crossing.
- **Truck Zones.** A Working Party set up by the Authority conducted an overall review of "Loading Zones" and found that a substantial proportion of vehicles using them were station wagons, of which a large majority were not engaged in loading or unloading. Amendments to the Motor Traffic Regulations to enable the establishment of special "Truck Zones" were enacted on 28th October, 1983, to assist trucks making deliveries, particularly in the Central Business District of Sydney.
- **Priority for buses departing from bus stops, bays and zones.** Following the evaluation of the courtesy campaign, involving the display of "Please Give Way" signs on the rear of buses, the Motor Traffic Regulations were amended, and took effect on 13th January, 1984, giving priority to buses departing from bus stops, bays and zones. The effectiveness of the bus priority rule is to be reviewed after a period of twelve months operation.
- **Repeal of Motor Traffic Regulation 80C.** For many years heavy vehicles were prohibited from using certain sections of highways approaching Sydney between 3 p.m. and 7 p.m. on Sundays and the last day of public holiday weekends. Since the introduction of the Regulation the standard and condition of the roads have vastly improved as have heavy vehicle design and performance. In view of this the Regulation was repealed on 25th March, 1983. Developments were reviewed after a period of six months at which time the new arrangements were found to be working satisfactorily.
- **Itinerant Mobile Street Vending Vehicles.** In co-operation with the Authority, the Department of Local Government has proposed amendments to Ordinance 30 of the Local Government Act which will prohibit street vending vehicle operations unless licensed to do so. The licence so issued must prescribe the area of operation and be conditional that the vehicle display "Caution Children" signs on the front and rear.
- **Statewide Application of the Metropolitan Traffic Act, 1900.** Inconsistencies have been identified between provisions of the Metropolitan Traffic Act, which covers the Sydney, Newcastle and Wollongong Transport Districts, and Ordinance 34 under the Local Government Act, 1919, which controls the movement of pedestrians, bicycles and other non-motorised traffic on public streets throughout the State. Consequently, the Authority has sought repeal of certain sections of the Ordinance and application of the Metropolitan Traffic Act statewide.

In addition, the Authority has sought amendments to Ordinances 30D and 34 under the Local Government Act, to allow emergency vehicles and heavy vehicles to use light traffic thoroughfares in order to gain access to their destinations.

The then Ministers for Transport and Local Government have agreed in principle to the proposal, which will bring the control of motorised and non-motorised vehicular traffic under the one set of regulations. Discussions are still proceeding between the Traffic Authority and the Department of Local Government to finalise this.

- **Removal of Damaged Vehicles.** Accidents from time to time have caused severe disruption to traffic on the Sydney Harbour Bridge and on other principal arterial roads.



Because of this the Authority has recommended legislation for the speedy removal by Police of damaged vehicles from arterial roads after accidents to reduce the subsequent congestion quickly.

- **Pelican Crossings.** After a long period of development and experimentation in the United Kingdom, the pelican crossing is now generally accepted as being much safer for pedestrians than the zebra crossing. The pelican crossing has a less disruptive effect on traffic movement as delay to vehicular traffic is reduced, particularly when pedestrian numbers are low. It has the normal green, amber, red sequence for vehicular traffic, but when the pedestrian "walk" period has finished and the flashing "don't walk" has commenced, the traffic signals switch to flashing green. A vehicle may proceed on a flashing green if there is no pedestrian on its side of the crossing. The signals to pedestrians are identical to those now in operation at fully signalised crossings except that the flashing red standing figure is replaced by the green flashing walking figure. The meaning of these two signals is the same but the symbols used are different to remind pedestrians of the type of crossing they are using.

The Authority has recommended changes to the Regulations to allow the implementation of the scheme.

- **Children's Crossings Scheme.** The Authority is concerned about the safety of school children and the need to provide special pedestrian crossing facilities at or in the vicinity of schools. There are many locations where zebra crossings are inappropriate because of their infrequent use.

Children's crossings are suitable only on lightly trafficked streets in the vicinity of schools and operate part-time only. Accordingly, they have been designed to be conspicuous only when in operation by utilising "Children Crossing" flags hung on posts at stop lines marked on the road pavement. The actual crossing will also be delineated by posts at each kerb.

The Children's Crossings would have legal significance only when the flags are displayed. When displayed, drivers must stop for pedestrians at the stop line and proceed only after the crossing is completely clear.

The Authority has recommended changes to the regulations to allow the implementation of the scheme.

## State Environmental Planning Policy: Traffic Generating Developments

The Department of Environment and Planning in conjunction with the Traffic Authority and local government agencies is currently developing new consultation procedures for land use developments known to have medium to high traffic impacts. A State Environmental Planning Policy which will give effect to these new procedures is designed to rectify anomalies and differences in consultation provisions contained in existing planning instruments, ensure that expert advice is sought and considered in the determination of major development applications and to expedite the processing of same.

When gazetted the Policy will require the consent and determining authorities to submit certain development applications to the Traffic Authority for advice on the traffic and safety implications of the proposals and advice on suggested traffic management measures to accommodate the expected traffic environment changes.

In line with the Authority's corporate objective of delegating decision making it is proposed to establish a number of regional and local committees to effect the consultation requirements of the Policy.





## Resources

In carrying out its responsibilities the Authority has available to it the facilities and staff of its member organisations and other bodies.

**The Department of Main Roads** is the Authority's principal operations and construction agency. In accordance with the Authority's policies, it has delegated to the Commissioner for Main Roads the power to authorise traffic facility devices on any public road throughout the State. These powers are exercised by the Department's Divisional Engineers.

**The Department of Motor Transport** provides staff, accommodation and services for the Authority's Secretariat. It acts in a consultative capacity on legislative and regulatory matters when the Authority considers changes to traffic laws.

**The Police Department.** All decisions on traffic control must have regard to the need for the practicality of law enforcement. The Commissioner of Police has responsibility for enforcing traffic laws and regulations.

**The Local Government Authorities.** The Traffic Authority has delegated to Councils the power to authorise minor traffic facilities on local roads (other than main and secondary roads). It has also delegated powers to Councils to consent to the closure of local roads and institute light traffic thoroughfares where these are seen to be in the public interest, and provided that the Authority's guidelines are followed.

**The Traffic Authority Secretariat.** The Authority maintains a Secretariat which provides technical advice, conducts research and gives administrative support.

The Secretariat comprises:

- an Administrative Unit providing management services to the Authority.
- a Policy Development Unit giving technical service in the areas of policy development and programme implementation.
- a Traffic Accident Research Unit which supplies research-based advice on traffic matters. It provides a data base of crash details, conducts research into traffic safety matters, develops traffic safety information programmes and provides traffic crash statistics.
- an Information Unit which provides resource information to the Authority's planning, technical and research areas from the technical library it maintains. The Unit also provides traffic safety information to the public and assists other organisations producing traffic safety material.
- a Public Relations Unit which promotes the Authority's viewpoint and decisions on traffic matters.

## Committee Structure

The Authority meets regularly to determine policies, priorities and programmes. It deals with matters submitted through its supporting committee structure, its Secretariat and member organisations and with other matters referred directly to it by organisations and the public.

To assist in its deliberations the Authority maintains a number of permanent committees as follows:

**A Principal Advisory Committee** provides the major input to the Traffic Authority with advice and recommendations on matters such as policy, corporate planning, objectives and work programmes. The Committee also considers and makes recommendations on a wide range of matters prior to consideration by the Traffic Authority. The Committee broadly oversees the activities of the Development, Technical and Traffic Safety Committees. Twelve meetings were conducted during the year.





**The Traffic Safety Committee** provides a forum for discussion on the many facets of traffic safety and provides a means of co-ordinating the traffic safety-related activities of the Health, Education and Judicial Authorities with those of the Transport, Roads and Police administrations. Nine meetings were conducted during the year.

**The Technical Committee** advises and assists the Authority on the implementation of major traffic management schemes, policy changes, regulatory changes, examination of various matters involving operation and safety, and adjudicates on appeal cases where agreement cannot be reached at Local Traffic Committee level. Sixteen meetings were conducted during the year.

**The Development Committee** is a Standing Committee of the Traffic Authority and under the Traffic Authority Act has delegated powers. The line of communication is between the Development Committee and the Principal Advisory Committee which might request reports and other advice on any matter and which also deals with contentious matters referred to it.

The Committee gives advice to Consent Authorities, generally Councils, regarding land and building development proposals that will generate traffic. Generally, only matters of a major nature are referred to the Development Committee for comment. Minor matters are dealt with by Councils' Local Traffic Committees.

The Committee also considers parking station proposals, for which the Local Government Act requires Councils to obtain Traffic Authority concurrence. Twenty seven meetings were conducted during the year. Appendix 3 gives the types and response times for applications to the Committee.

The composition of the foregoing Committees is shown in Appendix 2.

## The Department of Main Roads

The Department handles day to day operational traffic matters on the Authority's behalf. The task of administering the annual works programme has been delegated to it. The Department prepares a detailed annual programme of works for the Authority's approval and implements the approved works using Departmental forces, contractors and Council resources.

The Authority is particularly indebted to the Department of Main Roads and its officers for the successful completion of these programmes and for the maintenance and operation of traffic facilities throughout the State. The scale of the Authority's programme and the Department's activities may be judged by the statistics given in Appendix 5 of this report. The works undertaken are diverse and range from the provision of signs and road-markings in remote areas of the State to the implementation of sophisticated traffic management and surveillance schemes on the Sydney Harbour Bridge.

In preparing the works programme, first priority is given to maintaining the facilities the Authority has already provided. Maintenance activities are considered to be most important having regard to the high benefit-cost ratings associated with signs, road markings and traffic signals.

Department of Main Roads' staff undertook all routine maintenance and emergency repair work of traffic facilities including traffic signals in the Sydney, Wollongong and Newcastle areas. In other areas, traffic signal maintenance was carried out by the local electricity supply authority while maintenance of other traffic facilities was undertaken by Departmental staff or by the local Council whichever was mutually convenient.

The Department of Main Roads re-marked approximately 76,000 km of longitudinal traffic lines on classified roads. Raised pavement markers continued to be used to augment painted lines and to simulate traffic lines on freeways. Approximately 194,000 square metres of transverse line, foot crossings and road symbols were marked or re-marked during the year.

About 34,000 replacement signs were provided during the year. The installation and maintenance work on regulatory signs in the Sydney, Newcastle and Wollongong areas is carried out by Department of Main Roads' staff and in other areas the work is performed by the Department or Council depending upon local arrangements.





Funds remaining after maintenance needs have been met are devoted to new works according to the Authority's priorities and in a manner which firstly ensures an equitable spread of works across the State and secondly, complies with fiscal restraints for the application of certain funds to specific areas. Subject to these requirements, works are selected which have the potential to provide the highest benefit to cost ratio.

## Local Traffic Committees

In keeping with its overall strategy of delegation and decentralisation of decision-making to the local level, the Authority from its inception delegated to Councils powers relating to the provision of certain traffic facilities. These powers are exercised by Councils following proposals made by Local Traffic Committees which comprise representatives of the Department of Main Roads, Council, Police and the local Member of Parliament.

Implementation of any proposal was originally conditional on its agreement by the Department of Main Roads and Police members. However, in view of the representation of both of these departments on Local Traffic Committees, the growing experience of Councils in traffic management and to simplify the decision making process in respect to the installation of traffic control signs and line markings, the Authority has now varied the delegated powers of Councils.

Conditional upon the advice from the Local Traffic Committee being a majority view of its members, Councils may now put their decisions into effect without seeking further concurrence from the Department of Main Roads and the Police Department.

The Local Government Association surveyed and invited comment from Councils on the effectiveness of Local Traffic Committees. The latest survey shows that the majority of Councils, 85%, reported that Local Traffic Committees are operating successfully.

## Community Contribution and External Guidance

The diversity of interests and expertise of individuals comprising the Authority together with that of persons involved in the Authority's formal and ad hoc committee structure encompasses a broad section of the public's interests.

Such a wide base of participation ensures an awareness of issues and an input beyond that available from traditional transport administrations.

The Authority has available to its decision-making process expertise or opinion from industry, unions, Local Government, education, medicine, public health, community and motoring organisations, the Judiciary and from a variety of academic and technical disciplines. It maintains close liaison with other organisations and this provides the Authority with the contact it requires to respond to community needs and to changes in social attitudes and to maintain a continuing awareness of technical innovations. Particular value in this respect is obtained through the Local Traffic Committee structure and from the Forum of Road Safety Committees.

In development of its guidelines the Authority encourages formation of special committees to allow participation of appropriate interested parties to obtain their views before final policies are determined.

Where particular matters are of local concern the community is encouraged to place their views before Local Traffic Committees.

## Secretariat Operations

The Secretariat provides administrative and secretarial assistance to the Authority and its committee structure.

During the year under review some 4407 items of correspondence were received by the Authority either directly or by representations made through Members of Parliament. This represented a considerable increase on the 2200 items received and dealt with by





the Secretariat in 1982/83. Of those items, 1241 were received via the Ministry of Transport (500 in 1982/83), the remainder being received from the public, Government Departments, Councils and other organisations.

Other administrative work for the Secretariat includes the preparation of agendas, business papers, minutes and correspondence arising from meetings of the Authority, its standing committees and its ad hoc committees.

This year such work involved 12 meetings of the Authority and 64 meetings of its standing committees.

The following figures illustrate the scale of work involved in attending to the needs of the standing committees.

Committee	Meetings	Matter Discussed
Principal Advisory	12	97
Development	27	384
Technical	16	156
Traffic Safety	9	64

The Secretariat also provided administrative assistance, advice or representation to some 65 external committees or working parties with which the Traffic Authority is associated.

To better identify areas of public concern about traffic safety matters the Secretariat has recently begun to maintain statistics of suggestions put forward by the public.

While the bulk of correspondence does not contain specific criticisms, the nature of the suggestions can often imply a dissatisfaction with existing procedures or arrangements.

During June 1984, some 150 such letters in which members of the community put forward their views on one or several traffic issues were received. Set out below are the major topics and the total number of times each topic was raised.

Topic	Number of times mentioned
Road traffic crash measures related to:	
● Education	30
● Road Construction	20
● Legislation or Regulation	34
● Enforcement	54
● Traffic Speed	31
● Visual Traffic Controls	32
● Driver Licensing or Training	
— testing	20
— other	29
● Driving practices	22
● Other	43

During the year the Office of the Ombudsman required the Secretariat to provide information on four matters raised by the public. In each instance the circumstances were reported to the Ombudsman's Office without action ensuing.



# Training and Development

## Staff

In order to provide the Authority with technical advice, research knowledge and administrative support it employs people from a number of disciplines.

The Secretariat's total staff establishment embraces the following functions:

● Directorate	4
● Administrative (including Public Relations, Information and Library Services)	60
● Data Coding and Analysis	31
● Policy Development	14
● Behavioural	18
● Engineering and Medical	15
	<hr/> 142

The Secretariat's staff totalled 121 at the close of the report year with a number of vacancies to be filled. The reduced numbers have met the increased administrative, research and planning work by carrying extra work loads. Action is being taken to fill some vacancies to re-establish more efficient staff levels.

The participation of a number of staff in a wide spectrum of external seminars, conferences and working groups on traffic management and traffic safety related subjects has enhanced their effectiveness and at the same time has extended the influence and awareness of the Authority.

In addition about 85 employees have availed themselves of opportunities presented by training seminars mostly conducted in-house by the Authority's Secretariat and the Department of Motor Transport.

The courses have embraced subjects, such as, technical report writing, local area traffic management, communication skills and improving management skills. The course on communication skills conducted by the Department of Technical and Further Education (TAFE) at the Department of Motor Transport, was attended by 50 of the staff and has had beneficial results.



*Staff of the Traffic Authority's Secretariat are seen here surveying vehicle occupant seat belt wearing habits on a busy arterial road (Photograph Courtesy News Ltd).*





## Local Government Engineers and Planners

A course described as "Managing Local Traffic and the Environment" was established by the Authority in conjunction with the University of N.S.W. to strengthen the planning and management skills available to Councils. The course provided Council engineers and planners with an appreciation of and training in the elements of transport and environment management so that Councils could be better equipped to meet community aspirations.

Thirty five Council engineers and planners attended the intensive ten day period of study and practice. The emphasis was on the tactical solution of day-to-day problems within the present legislative and administrative framework. The course concentrated on practical rather than theoretical training and culminated in a workshop in which small groups each developed a local area scheme.

The overall responses of participants indicated that the course was successful and met an important need. Their responses also suggested that other engineers and planners would be likely to attend the course if the opportunity was provided.

Further courses are planned during 1984/85, with participation being extended to Police and Department of Main Roads' personnel involved in local area traffic management in addition to those from Local Government.

## Public Relations and Community Participation

In the promotion of traffic safety measures, including the provision of a safer traffic environment for road users, the Authority generates community awareness of its activities through distribution of media announcements, leaflets, brochures, posters, guidelines and reports. It also employs field officers to convey educational information to common interest groups and utilises day-to-day opportunities for officers of Councils and the Department of Main Roads to convey an understanding of the Authority's functions, particularly matters at local level.

During the year under review the Authority continued to release monthly media bulletins providing details of road crash fatalities on a local government area basis. The bulletins attracted State-wide media interest.

The Authority publishes discussion papers, research reports and guidelines which reflect the Authority's policies on a variety of topics. Some of the more important titles are:

- Traffic Generating Developments
- Metropolitan Parking Policy and Guidelines
- Guidelines for Resident Parking Schemes
- Functional Classification of Roads
- Parking for the Disabled
- Bicycle Planning
- Provisional Guidelines for Local Area Traffic Management
- Provisional Guidelines for Tree Planting on Urban Roads

During the year under review the Traffic Authority published and distributed the following major publications:

"Motorcyclists' Injuries and Injury Sources from Two On-site Studies,"

M. Griffiths (TARU Research Report 1/83).

"Accidents Involving Road Tankers with Flammable Loads,"

M. Griffiths and D. Linklater (TARU Research Report 1/84).

"The Be Aware of Bike Riders Book".



"Road Traffic Crashes in New South Wales: Statistical Statement Year ended 31st December, 1983".

During the year an information brochure produced by the Authority and the N.R.M.A. on towing caravans and boat trailers was widely distributed. A leaflet about shared zones was prepared. "Spike's Bike Books" were reprinted as were pamphlets on the use of roundabouts. Other material distributed included a range of traffic safety publications produced by the Australian Office of Road Safety with the assistance of the Authority and the road safety authorities of other States and Territories.

The Authority is situated at 56-58 Rothschild Avenue, Rosebery, its postal address is Box 110 P.O., Rosebery. 2018 and Telephone Number (02) 663 8222.

Traffic Authority publications are available on request.

## Accountability

The seventh report of the Parliamentary Public Accounts Committee entitled "Report on the Accounting and Reporting Requirements for Statutory Authorities" made several significant recommendations aimed at improving the level of responsibility of authorities to Parliament and enhancing their efficiency and effectiveness. One of its major recommendations was the enactment of an Annual Reports Act specifying the reporting and accounting requirements for statutory bodies.

While the Act has not yet come into effect, this Report has been structured to follow, where possible, a format foreshadowed by the Public Accounts Committee. In so doing, attempts have been made to include performance measures or indicators to present a better understanding of the Authority's activities. Measures are being developed to provide for uniform reporting procedures in future years for both financial and non-financial information. For instance a system for programme budgeting is being developed and attention is being given to developing better ways of evaluating the effectiveness of the Authority's activities and reporting the results.





# Directory

## CHAIRMAN, TRAFFIC AUTHORITY

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DEPUTY DIRECTOR B.J. Hazel, B.E., M.S.C.E., M.I.E. Aust, M.I.T.E.

## SPECIAL CONSULTANT ON

TRAFFIC SAFETY D.C. Herbert, B.Sc. (Eng.), M.I.E. Aust.

SECRETARY W.A. Levitt, F.A.S.A., C.P.A., F.C.I.T.

## DEPARTMENT OF MAIN ROADS

Traffic Signal Faults and Emergency calls  
Sydney Metropolitan Area (02) 211 3000

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Parramatta	P.O. Box 240, Parramatta 2150, Telephone 633 0888
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Illawarra (Wollongong)	P.O. Box 1753, Wollongong 2500, Telephone (042) 29 3711
Hunter Valley (Newcastle)	P.O. Box 488, Newcastle 2300, Telephone (049) 26 1200
Lower North Coast (Port Macquarie)	P.O. Box 147, Port Macquarie 2444, Telephone (065) 83 1144
Northern Eastern (Grafton)	P.O. Box 576, Grafton 2460, Telephone (066) 42 3733
Murray/Darling (Broken Hill)	P.O. Box 680, Broken Hill 2880, Telephone (080) 88 1411
Central Murray (Deniliquin)	P.O. Box 21, Deniliquin 2710, Telephone (058) 81 1005
South Western (Wagga Wagga)	P.O. Box 484, Wagga Wagga 2650, Telephone (069) 21 1133
South Coast (Bega)	P.O. Box 399, Bega 2550, Telephone (0649) 2 1600
Upper Northern (Glen Innes)	P.O. Box 58, Glen Innes 2370, Telephone (067) 32 2733
Northern Western (Tamworth)	P.O. Box 530, Tamworth 2340, Telephone (067) 66 5322
Central Western (Parkes)	P.O. Box 334, Parkes 2870, Telephone (068) 62 1244
Central Northern (Bourke)	P.O. Box 489, Bourke 2840, Telephone (068) 72 2611
Southern (Goulburn)	P.O. Box 183 & 479, Goulburn 2580, Telephone (048) 21 1133

TRAFFIC AUTHORITY OF NEW SOUTH WALES

TRAFFIC FACILITIES FUND

STATEMENT OF BALANCES AS AT THE 30TH JUNE, 1984

1983		1984
\$	<b>CAPITAL DEBT —</b>	\$
	Loan Funds Provided by Statutory Authorities (Note 5 (i) )	
2,700,000	Government Insurance Office of N.S.W.	2,700,000
—	New South Wales Treasury Corporation	1,800,000
2,700,000		4,500,000
	<b>FIXED ASSETS —</b>	
112,816	Motor Vehicles, Office Furniture, Machines and Equipment (At Cost)	119,177
	<b>INVESTMENTS —</b>	
	Reserves for Loan Repayments — (At Cost) (Note 5 (ii) )	
217,100	New South Wales Treasury Corporation	432,700
	<b>CURRENT ASSETS —</b>	
2,116,767	Cash held with The Treasury, New South Wales	5,280,686
—	Debtors	2,725
2,116,767		5,283,411
2,446,683		5,835,288
—	<b>LESS — CURRENT LIABILITIES —</b>	
	Creditors	617,513
2,446,683		5,217,775
< 253,317 >	<b>NET MONETARY ASSET (LIABILITY)</b>	717,775

The accompanying notes form part of these Accounts



E.J. HANLON,  
CHIEF ACCOUNTANT,  
DEPARTMENT OF MAIN ROADS.  
09/08/1984.



P.A. BALDING,  
CHIEF ACCOUNTANT,  
DEPARTMENT OF MOTOR TRANSPORT.  
09/08/1984.



**TRAFFIC AUTHORITY OF NEW SOUTH WALES**  
**TRAFFIC FACILITIES FUND (SPECIAL DEPOSITS ACCOUNT NO. 2662)**  
**STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR ENDED 30TH JUNE, 1984**

1983		SOURCE OF FUNDS	1984	
\$	\$		\$	\$
		<b>CONTRIBUTIONS FROM STATE SOURCES</b>		
13,100,000		Road Transport and Traffic Fund	17,261,527	
575,000		Public Vehicles Fund	640,000	
27,100,000		Motor Vehicles Taxation	30,000,000	
		Road Tolls —		
2,105,003		Sydney Harbour Bridge	2,158,304	
443,815		Berowra/Calga Tollway	291,229	
212,715		Waterfall/Bulli Tollway	263,506	
		Consolidated Fund —		
201,730		Contribution towards bicycle transport project	103,042	
	43,738,263			50,717,608
		<b>CONTRIBUTIONS BY COMMONWEALTH GOVERNMENT</b>		
2,147,881		Construction and Maintenance	2,745,489	
37,500		Traffic Safety Education	37,500	
	2,185,381			2,782,989
	45,923,644			53,500,597
		<b>LONG TERM LOANS</b>		
1,500,000		Government Insurance Office of N.S.W.	—	
—		New South Wales Treasury Corporation	1,800,000	
	1,500,000			1,800,000
		<b>MISCELLANEOUS</b>		
		Department of Main Roads —		
820,657		Income from Services provided for Councils and Other Bodies	1,253,057	
—		Interest on Investments	65,224	
22,575		Sundry Receipts	17,837	
	843,232			1,336,118
	2,343,232			3,136,118
	48,266,876			56,636,715

1983		APPLICATION OF FUNDS	1984	
\$	\$		\$	\$
		<b>DEPARTMENT OF MAIN ROADS, TRAFFIC FACILITIES PROGRAMME</b>		
		<b>Maintenance and Operations</b> (less costs recovered)		
		Roadmarking	13,287,417	
		Signposting	6,623,811	
		Signals	12,705,070	
		Driver Aid Operations	2,926,657	
	32,338,163			35,542,955
		<b>Construction</b>		
		Accident Reduction at Black Spots	833,993	
		Accident Reduction (other locations)	2,422,962	
		Intersection Signals	1,263,532	
		Intersection Roundabouts	1,678,209	
		Intersection Signposting and Channelisation	1,200,125	
		Wide Area Signal Co-ordination	1,869,846	
		School Safety	543,291	
		Pedestrian Facilities	188,219	
		Driver Aid Improvements	505,637	
		Sydney Entertainment Centre	170,065	
		Cycleways	323,069	
		Contributory Works	903,815	
	9,095,259			11,902,763
		<b>TRAFFIC AUTHORITY SECRETARIAT</b>		
		Administration	3,663,508	
		Interest on Loans	514,421	
		Sinking Fund Contributions	215,600	
		Transport Planning and Research	82,521	
		Traffic Safety Education and Research	2,165,816	
3,292,303				6,641,866
193,200				
217,100				
78,250				
1,670,632				
	5,451,485			
	46,884,907			54,087,584
	1,381,969	<b>NET INCREASE IN MONETARY ASSETS *</b>		2,549,131
		*COMPRISES —		
	1,381,969	Increase in Cash		3,163,919
	—	Increase in Debtors		2,725
	1,381,969			3,166,644
	—	<b>LESS —</b>		
		Increase in Creditors		617,513
	1,381,969			2,549,131

The accompanying notes form part of these accounts.



E.J. HANLON,  
CHIEF ACCOUNTANT,  
DEPARTMENT OF MAIN ROADS.  
09/08/1984.



P.A. BALDING,  
CHIEF ACCOUNTANT,  
DEPARTMENT OF MOTOR TRANSPORT.  
09/08/1984.



**TRAFFIC AUTHORITY OF NEW SOUTH WALES**

**COMPARISON OF ACTUAL RESULTS TO ANNUAL ESTIMATES**

	Budget Estimates Year Ended 30/6/84	Actual Year Ended 30/6/84	Budget Estimates Year Ending 30/6/85
	\$	\$	\$
<b>REVENUE</b>			
Contributions from State Sources	47,553,000	50,717,608	53,219,314
Contributions by Commonwealth Government	2,800,000	2,782,989	3,100,000
Long Term Loans	1,800,000	1,800,000	1,800,000
Services Provided for Councils & Other Bodies	350,000	1,253,057	—
Interest on Investments	—	65,224	—
Other Income	—	17,837	—
<b>TOTAL REVENUE</b>	<b>52,503,000</b>	<b>56,636,715</b>	<b>58,119,314</b>
Cash held at The Treasury, New South Wales	2,117,000	2,116,767	5,280,686
	<b>54,620,000</b>	<b>58,753,482</b>	<b>63,400,000</b>
<b>EXPENDITURE</b>			
<b>DEPARTMENT OF MAIN ROADS — TRAFFIC FACILITIES PROGRAMME</b>			
Maintenance and Operations (less costs recovered)	35,920,233	35,542,955	39,700,000
Construction	12,049,767	11,902,763	11,300,000
<b>TOTAL EXPENDITURE — DEPARTMENT OF MAIN ROADS</b>	<b>47,970,000</b>	<b>47,445,718</b>	<b>51,000,000</b>
<b>TRAFFIC AUTHORITY SECRETARIAT</b>			
Administration	4,438,092	4,393,529	5,521,000
Transport Planning and Research	110,908	82,521	114,000
Traffic Safety Education and Research	2,101,000	2,165,816	1,765,000
<b>TOTAL EXPENDITURE — TRAFFIC AUTHORITY SECRETARIAT</b>	<b>6,650,000</b>	<b>6,641,866</b>	<b>7,400,000</b>
<b>SPECIAL ROAD SAFETY PROGRAMMES</b>	<b>—</b>	<b>—</b>	<b>5,000,000</b>
<b>TOTAL EXPENDITURE</b>	<b>54,620,000</b>	<b>54,087,584</b>	<b>63,400,000</b>
Traffic Facilities Fund Balance	—	4,665,898	—
	<b>54,620,000</b>	<b>58,753,482</b>	<b>63,400,000</b>



# Finance

## TRAFFIC AUTHORITY OF NEW SOUTH WALES

### AUDITOR-GENERAL'S CERTIFICATE

The accounts of the Traffic Authority of New South Wales for the year ended 30 June, 1984, have been audited in accordance with Section 34 of the Public Finance and Audit Act, 1983.

In my opinion the accompanying statement of operations and statement of balances, read in conjunction with the notes thereto, comply with Section 41(4) of the Act and exhibit a true and fair view of the financial position at 30 June, 1984, and transactions for the year then ended.

A handwritten signature in dark ink, appearing to read 'K. J. Robson'.

K. J. ROBSON, FASA CPA

DEPUTY AUDITOR-GENERAL OF NEW SOUTH WALES

SYDNEY,  
16 October, 1984

### **Notes to and Forming Part of the Accounts of the Traffic Facilities Fund for the Year Ended 30th June, 1984**

#### **1. Statement of Accounting Policy**

These accounts have been prepared on an historical cost basis and in conformity with the accounting standards jointly promulgated by the Australian Society of Accountants and the Institute of Chartered Accountants in Australia.

The financial statements do not purport to reflect changing money values or the current values of non-current assets.

In accordance with the concept of accrual accounting, the financial statements have been prepared on a modified accrual basis whereby material items incurred but unpaid at year end and material income due but not received, are brought to account as income and expenditure.

#### **2. Finance**

Finance for the provision of traffic control facilities and related works is controlled through the Traffic Facilities Fund established as a Special Deposits Account at The Treasury, New South Wales. Other than recommending to the Minister the provision of appropriate funds to cover particular programmes and allocating priorities for their expenditure, the Authority has no direct control over the availability of its funds.

#### **3. Recoupment of Expenditure**

Section 24 of the Traffic Authority Act, 1976 provides inter alia for both the Commissioner for Main Roads and Commissioner for Motor Transport to recoup the costs, including administrative costs, incurred in connection with:—

- (i) The activities of the Authority; and
- (ii) The carrying out of any activities, works or services, the cost of which is to be met from the Fund.





#### 4. Fixed Assets

Traffic facilities provided for motorists form part of the State Government's local roads system and are written off by the Department of Main Roads, in the year that the construction takes place. As such, construction works are not deemed to be an asset for inclusion in the Statement of Balances of the Traffic Authority of N.S.W.

#### 5. Borrowings

- (i) During the year a loan of \$1,800,000 was obtained from the New South Wales Treasury Corporation. The terms of the loan provided for the payment of interest and principal at regular intervals.

Borrowings by the Authority, to date, total \$4,500,000 and are as follows:—

Lender	Loan Acquired	Principal Amount	Balance Outstanding As at 30/6/84
Government Insurance Office of N.S.W.	19/4/1982	\$1,200,000	\$1,200,000
Government Insurance Office of N.S.W.	6/6/1983	\$1,500,000	\$1,500,000
New South Wales Treasury Corporation	25/6/1984	\$1,800,000	\$1,800,000
		<u>\$4,500,000</u>	<u>\$4,500,000</u>

- (ii) A sinking fund has been created to provide for the redemption of the loans and, in this regard, an amount of \$432,700 has been invested with the New South Wales Treasury Corporation.

Details of investments made to-date are as follows:—

Date of Investment	Amount	Maturity	Interest Rate
23/6/1983	\$217,100	1/7/1990	15.1%
27/2/1984	\$185,100	1/3/1992	12.7%
28/6/1984	\$ 30,500	1/8/1987	12.9%
	<u>\$432,700</u>		

- (iii) The amounts set aside have been assessed by Departmental Officers and are considered adequate to meet loan repayments upon maturity.


#### 6. Employee Benefits

Liability exists for an undetermined amount in respect of employees benefits such as superannuation, annual leave and long service leave etc. As such costs arise within the Department of Motor Transport, the expenditure is charged against the Traffic Facilities Fund. The Department of Main Roads makes provision for employee benefits in its recoupment of charges to the Traffic Facilities Fund, as each construction undertaking is completed.

#### 7. Organisation

- (i) The Traffic Authority maintains a Secretariat which comprises administrative, scientific and technical officers. Staff of the Secretariat is provided by the Department of Motor Transport.
- (ii) The Department of Main Roads is the Authority's principal operations and construction agency.

  
E.J. HANLON,  
CHIEF ACCOUNTANT,  
DEPARTMENT OF MAIN ROADS.  
09/08/1984.

  
P.A. BALDING,  
CHIEF ACCOUNTANT,  
DEPARTMENT OF MOTOR TRANSPORT.  
09/08/1984.

# Appendices

## Appendix 1



### The Traffic Authority's Operating Legislation

**Traffic Authority Act, 1976.** The Authority has, subject to the control and direction of the Minister for Transport, the responsibility for:

- reviewing traffic arrangements in the State and formulating or adopting plans and proposals for the improvement of those arrangements;
- establishing general standards and principles in connection with the design and provision of traffic control facilities, and priorities for carrying out activities, works or services that are items of approved expenditure;
- promoting traffic safety;
- co-ordinating the activities of public authorities when they are directly involved in matters connected with the Authority's functions.

The Traffic Authority may also direct other public authorities to implement its plans, general principles and decisions.

**Motor Traffic Act, 1909** - confers upon the Traffic Authority responsibility for the administration of the provisions of the Act and its Regulations relating to the regulation and control of traffic, motor vehicles and their drivers upon public streets, the provision of traffic control facilities and the determination of speed limits.

**Metropolitan Traffic Act, 1900** - confers upon the Traffic Authority responsibility for the administration of the Act and its Regulations relating to the control of animal-drawn, pedestrian, bicycle and other non-motorised traffic in the Metropolitan, Newcastle and Wollongong Traffic Areas.

**Local Government Act, 1919** - requires the Traffic Authority to determine applications by Councils for consent to the closure of a public road to through traffic or the opening of a road which has been closed. Also provides that, subject to certain limited exceptions, a Council may control or regulate the use by traffic of public roads in accordance with the consent of the Traffic Authority or on approval or direction of the Minister.

**Traffic Safety (Lights and Hoardings) Act, 1951** - confers on the Traffic Authority responsibility to direct the removal of any light, sign, hoarding, awning or structure which obscures or could be mistaken for any light, sign or device for the controlling of traffic.





## Appendix 2

### Composition of Permanent Committees

#### Principal Advisory Committee

Mr. H.L. Camkin	Director, Traffic Authority (Chairman).
Mr. B.H. Butcher	Chief Engineer (Traffic and Design) Department of Main Roads.
Chief Insp. N. Walden	Chief Inspector (Traffic), Police Department.
Mr. J.R. Caldwell	Manager, Transportation Branch, Department of Environment and Planning.
Mr. R.F. Morris	Operations Manager, Bus, Urban Transit Authority.
Mr. B. Searles	Chief Traffic Engineer, National Roads & Motorists' Association.
Mr. J. Bates	Traffic Authority Secretariat, (Committee Secretary).

#### Traffic Safety Committee

Mr. H.L. Camkin	Director, Traffic Authority (Chairman).
Mr. D.C. Herbert	Special Consultant on Traffic Safety, Traffic Authority Secretariat.
Mr. F. Hawes	Assistant Traffic Engineer, Department of Main Roads.
Supt. J. Dunlop	Superintendent (Administration) Police Department.
Ms. S. Macfarlane	Consultant Road Safety Education, Department of Education.
Mr. H. Rustin, S.M.	Bench of Stipendiary Magistrates.
Mr. R. Reece	Executive Assistant, Department of Motor Transport.
Mr. B. Searles	Chief Traffic Engineer, National Roads & Motorists' Association.
Mr. J. Bates	Traffic Authority Secretariat (Committee Secretary).



## Appendix 2 continued

### Technical Committee

Mr. B. Hazel	Deputy Director, Traffic Authority Secretariat, (Chairman).
Mr. S. Dimitric	Supervising Engineer, Traffic Section, Department of Main Roads.
Mr. R. Wilson	Transport and Traffic Planner, Urban Transit Authority.
Ms. J. Minifie	Assistant Town Planner, Department of Environment and Planning.
Insp. K. Chapman	Police Traffic Branch, Police Department.
Mr. E. Edwards	Secretary, Sydney Sub-Branch, Transport Workers' Union of Australia.
Mr. J. Jamieson	Senior Traffic Engineer, National Roads & Motorists' Association.
Mr. F. Harley	Traffic Authority Secretariat, (Committee Secretary).

### Development Committee

#### PERMANENT MEMBERS

Mr. M. Rao	Engineer Traffic, Traffic Authority Secretariat, (Chairman).
Sergeant M. Lane	Traffic Planning Section, Traffic Branch, Police Department.
Mr. R. Lloyd	Engineer, Traffic Section, Department of Main Roads.
Mr. R. Baird	Traffic Authority Secretariat, (Committee Secretary).

#### CASUAL MEMBERS

Mr. E. Edwards	Secretary, Sydney Sub-Branch, Transport Workers' Union of Australia.
Mr. R. Wilson	Transport and Traffic Planner, Urban Transit Authority.





## Appendix 3

### Development Committee Matters

**Table 1** Matters Dealt with. (Graph 1)

Type	Number		%	
	82/83	83/84	82/83	83/84
Major Development Applications	272	236	61	58
Minor Development Applications	99	47	22	12
Parking Stations	11	14	2	3
Environmental Studies	12	19	2	5
Local Environmental Plans	33	65	8	16
Other	21	23	5	6
<b>TOTAL</b>	<b>448</b>	<b>404</b>	<b>100</b>	<b>100</b>

**Table 2** Location of Matters Dealt with (Classified by Department of Main Roads' Divisional Areas).

D.M.R. Division	Number		%	
	82/83	83/84	82/83	83/84
Sydney	163	125	36	31
Blacktown	49	57	11	14
Parramatta	65	27	15	7
Hunter	48	71	11	18
Illawarra	23	17	5	4
Other Country Areas	94	101	21	25
Other Organisations	6	6	1	1
<b>TOTAL</b>	<b>448</b>	<b>404</b>	<b>100</b>	<b>100</b>

**Table 3** Time Taken to Respond to Councils on Development Applications. (Graph 2).

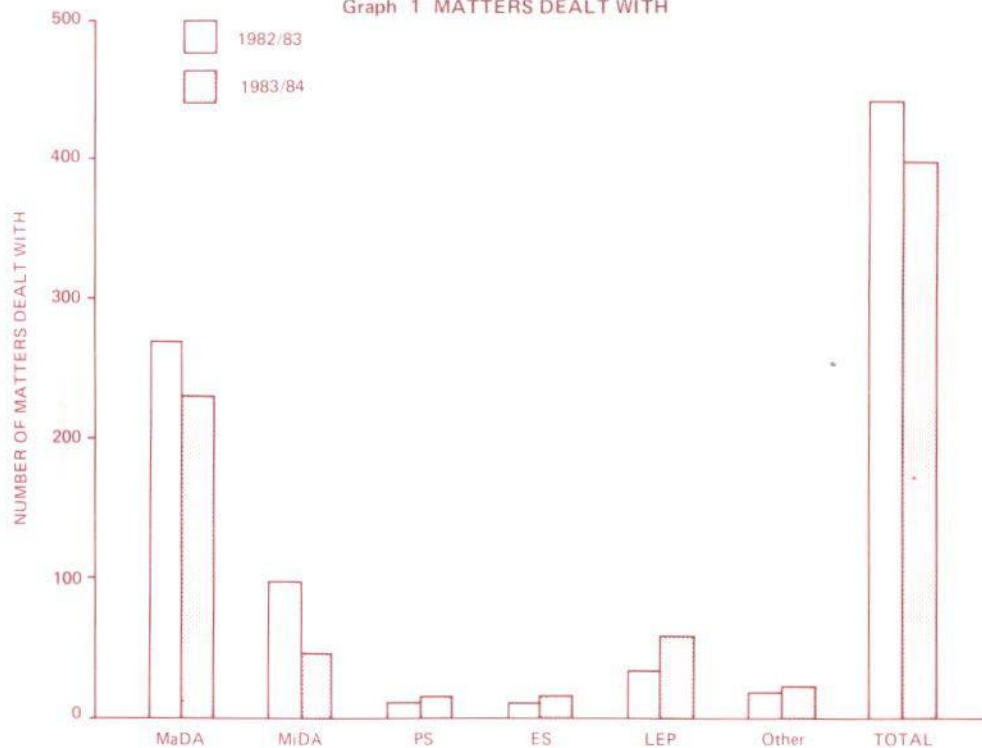
	Number		%	
	82/83	83/84	82/83	83/84
Less than 21 days	64	46	25	19
22 - 30 days	96	121	38	48
31 - 40 days	74	62	30	25
More than 40 days	18	21	7	8
<b>TOTAL</b>	<b>252</b>	<b>250</b>	<b>100</b>	<b>100</b>



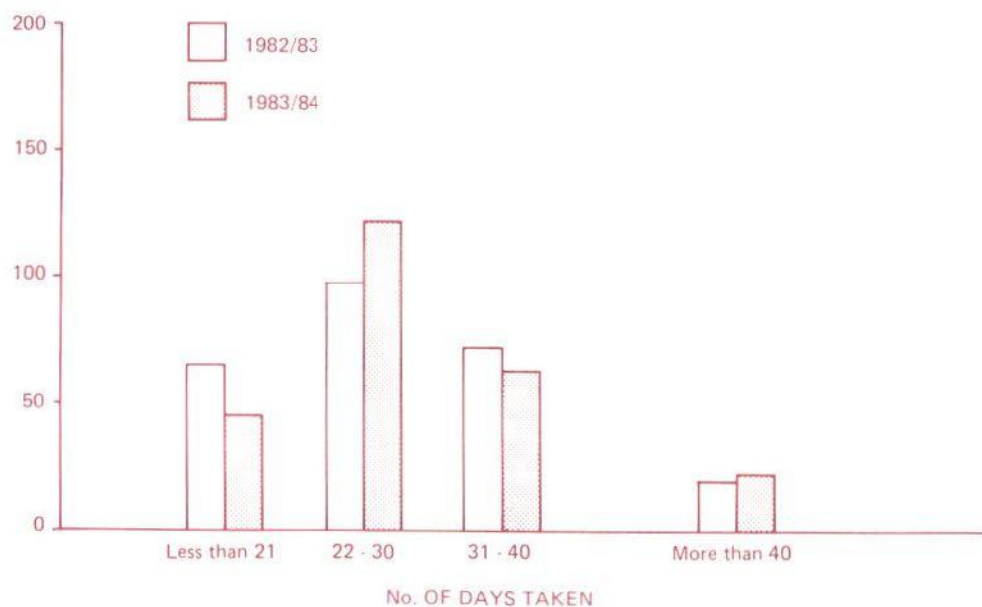
## Appendix 3 continued

### DEVELOPMENT COMMITTEE MATTERS

Graph 1 MATTERS DEALT WITH



Graph 2 DAYS TAKEN TO RESPOND TO COUNCILS  
ON DEVELOPMENT APPLICATIONS.







## Appendix 4

### Forum of Road Safety Committees

Mr. H.L. Camkin	Director, Traffic Authority (Chairman).
Dr. K. Harris	Alternate delegate, St. John Ambulance Association.
Dr. F. Rainsford	Alternate delegate, St. John Ambulance Association.
Dr. D.B. Hempton	Australian Medical Association.
Mr. D.C. Herbert	Special Consultant on Traffic Safety, Traffic Authority Secretariat.
Mr. R.J. Higgs	State Director, Road Crash Prevention Australia.
Dr. J.H. Hirshman	Doctors' Reform Society and Australian Consumers' Association.
Prof. R.L. Huckstep C.M.G.	Prince of Wales Hospital and Royal Australian College of Surgeons.
Mr. K.F. Hume	Road Committee of the Royal Australian College of Surgeons.
Supt. L. Kotze	Traffic Branch, Police Department.
Mr. P. Leithhead	N.S.W. Road Transport Industry Training Committee.
Mr. P. Maher	National Safety Council of Australia.
Mr. P. Monaghan	Life Insurance Federation of Australia.
Mr. B. Searles	National Roads & Motorists' Association.
Dr. W. Stening	Trauma Sub-Committee, Australian Brain Foundation.
Mr. B. Stewart	N.S.W. Drug and Alcohol Authority
Dr. D. Storey	Australian Red Cross Society.
Mr. K. Thomas	Save a Life a Day Movement.
Mr. A. Luckman	Traffic Authority Secretariat, (Committee Secretary).



## Appendix 5

### WORKS COMPLETED BY DEPARTMENT OF MAIN ROADS NEW SOUTH WALES

#### Traffic Signals

Table 1 compares the number of sets of traffic signals in the 1983/84 financial year to the previous financial year. (Note that the figures shown for 1982/83 have been revised by the Department of Main Roads since publication of the Annual Report of that year).

Table 1

TRAFFIC SIGNALS	1982/83	1983/84
Existing	1888	1946
New Sets	64	61
Removed	— 6	— 2
TOTAL	1946*	2005**

\* 54 Sets reconstructed and 5 temporary sets installed.

\*\* 74 Sets reconstructed and 3 temporary sets installed.

Table 2 shows the breakdown of the foregoing totals by location and type.

Figures for 1982/83 financial year are shown in brackets:

Table 2

LOCATION	TYPES			
	VEHICLE ACTUATED	PEDESTRIAN ACTUATED	INNER CITY	TOTAL
Sydney	1404 (1360)	177 (175)	120 (120)	1701 (1655)
Newcastle	113 ( 110)	26 ( 25)		139 ( 135)
Wollongong	80 ( 78)	9 ( 9)		89 ( 87)
Country Areas	62 ( 56)	14 ( 13)		76 ( 69)
TOTAL	1659 (1604)	226 (222)	120 (120)	2005 (1946)

In the Sydney Metropolitan, Wollongong and Newcastle urban areas, a further 163 intersections were connected to the Sydney Co-ordinated Adaptive Traffic System (SCAT) during 1983/84.

#### Intersection Improvements

A total of 44 intersections were reconstructed with permanent channelisation during 1983/84 compared with 37 in the previous financial year.

Roundabouts — 45 permanently installed; 31 under construction; 44 designs completed.





## Appendix 6

### ACCIDENT BLACK SPOT PROGRAMME

**Table 1 Black Spot Sites Treated (Graph 3)**

	Financial Year				
	1980/81	1981/82	1982/83	1983/84	Total
New sites treated (for first time)	12	20	26	42	100
Sites re-treated	0	9	9	10	28
Total Site Treatments	12	29	35	52	128

Of 173 sites identified by the monitoring programme, 100 sites have had treatment. Not all of those have necessarily been completed in the stated financial year.

The remaining 73 sites, not yet treated, may be categorised as:

Further investigation necessary	34
Treatment planned for 1984/85 programme	35
Treatment proposed for subsequent programmes	4

**Table 2 Types of Treatments**

	Financial Year				Total
	1980/81	1981/82	1982/83	1983/84	
Roadworks	—	2	3	5	10
Roundabout installed	—	1	3	3	7
Signals installed	2	4	3	7	16
Signals modified	9	9	13	17	48
Surface treatment	—	10	12	15	37
Road marking or signposting	5	4	7	7	23
Total	16	30	41	54	141

(Variance from Table 1 results from concurrent treatments at some sites).

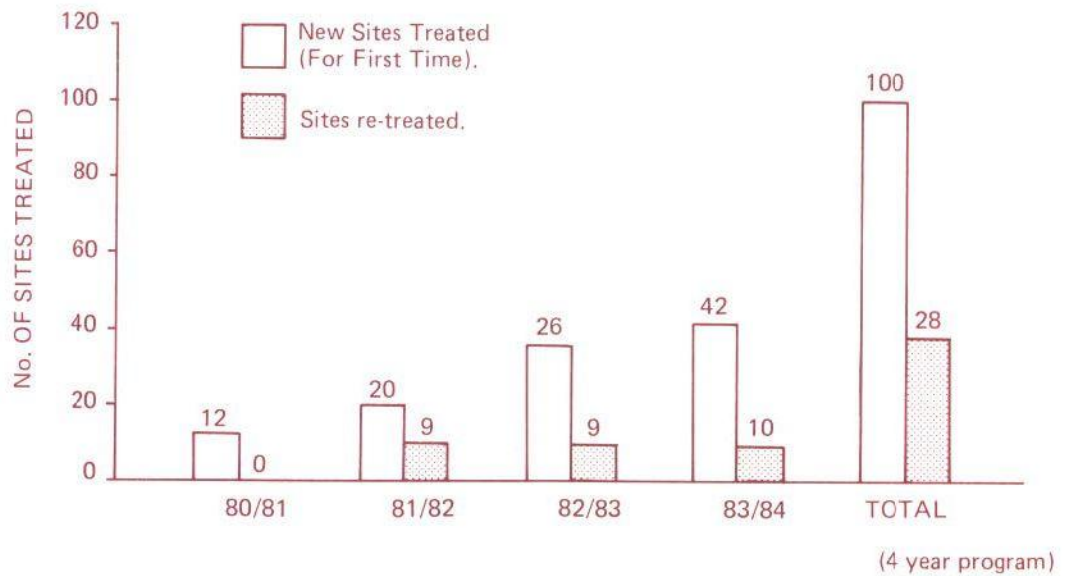
- \* The Accident Black Spot Programme has led to a 53% decrease in crashes after the first treatment at 45 treated sites where sufficient data was available to enable assessment. In average terms, this represents a reduction of around 10 accidents per site per year.



## Appendix 6 continued

Graph 3 BLACK SPOT SITES TREATED

(Total Sites Treated = 128)







## Appendix 7



**Table 1 Fatal Traffic Crashes in NSW, year ended 30th June, 1984.**  
Time and day of week 1/7/83 — 30/6/84.

DAY OF WEEK	TIME OF DAY									TOTAL
	12-3 am	3-6 am	6-9 am	9-12 noon	12-3 pm	3-6 pm	6-9 pm	9-12 mid night	Not Stated	
Sunday	23	15	9	13	23	31	19	12	1	146
Monday	4	5	12	12	11	22	25	11	1	103
Tuesday	5	1	12	8	23	24	11	10	2	96
Wednesday	8	8	9	9	15	24	24	13	0	110
Thursday	13	5	14	11	12	29	20	20	0	124
Friday	11	8	15	25	19	32	43	22	1	176
Saturday	30	10	10	16	22	17	29	20	1	155
Unknown	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>94</b>	<b>52</b>	<b>81</b>	<b>94</b>	<b>125</b>	<b>179</b>	<b>171</b>	<b>108</b>	<b>6</b>	<b>910</b>

Note: This table includes preliminary data for the final months of 1983/84 which are subject to minor amendment.

**Table 2 Deaths from Traffic Crashes in NSW, year ended 30th June, 1984**  
Age and class of road user killed 1/7/83 - 30/6/84.

CLASS OF ROAD USER	AGE														Total
	0-2	3-7	8-12	13-16	17-20	21-24	25-29	30-39	40-49	50-59	60-69	70+	un-known		
Driver	0	0	0	6	63	48	51	60	41	27	23	19	3	341	
Passenger	11	14	8	24	38	32	23	32	19	11	15	25	12	264	
Motorcyclist	0	0	0	2	63	42	18	18	1	2	0	0	0	146	
P/passenger	0	0	0	1	5	4	2	2	0	0	0	0	0	14	
Pedestrian	8	17	11	10	18	10	9	18	12	20	33	61	4	231	
Pedal cyc.	0	0	8	7	3	1	0	1	2	2	0	2	0	26	
Other	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
TOTAL	19	31	27	50	190	137	104	131	75	62	71	107	19	1023	

Note: This table includes preliminary data for the final months of 1983/84 which are subject to minor amendment.

## Appendix 8

### TRENDS IN FATALITIES FOR DIFFERENT CLASSES OF ROAD USERS

