

**Submission  
No 14**

## **REDUCING TRAUMA ON LOCAL ROADS IN NSW**

**Organisation:** Wentworth Shire Council

**Date Received:** 3 February 2020



Email: [staysafe@parliament.nsw.gov.au](mailto:staysafe@parliament.nsw.gov.au)

Dear Parliament of New South Wales Joint Standing Committee on road safety,

**Subject: Reducing trauma on local roads in NSW**

Wentworth Shire Council thanks you for the opportunity to contribute to the Committee's inquiry into and report on reducing trauma on local roads in NSW. Our recommendations in relation to the Terms of Reference are:

The role of local roads in road safety and trauma:

A consistent (state) road condition rating system like the ANCAP star ratings. Include material, maintenance, road width, site obstructions, undulation, etc. This information can be used for maintenance scheduling, upgrade forecasting, route planning, Heavy Vehicle intel, compared with crash data and to simplify funding submissions for both the provider and the applicant. E.g. offering funding to only 3 star or below roads.

The effectiveness of existing road safety planning requirements, including in other jurisdictions:

The Joint Planning Assessment (JPA) is aware of multi shire issues however Road Safety Action Plans and Road Safety Strategic Plans are LGA specific. Where Road Safety Officers are employed through the Local Government Road Safety Program, collaboration between councils has its successes. However where boundary councils do not take up LGRSP, partnerships are lacking. Long term road safety planning for multi shire road networks is hindered by competitive funding opportunities and conflicting or incomplete projects. E.g. recently a council was funded to seal a 70km length of unsealed road up to our shire boundary however the remaining 26km of Pooncarie Menindee Road (within our shire) has not been funded – therefore the route will remain weather dependant.

Opportunities for improving road safety planning and management on local roads, including through the Local Government Road Safety Program and Community Strategic Planning:

Promotion of availability and access to road safety programs. Programs are valued by participants but difficult to find. Local RMS service centres do not advertise Road Safety Programs and councils do not have access to databases for learner, provisional or licenced drivers even though the funding for Road Safety Programs comes from the same organisation.

Deliver programs in the bush. Many of the road safety programs are not delivered regularly in regional, rural or remote areas. Given that our crash data shows more fatalities occurring on country roads, it is vital that all applicable programs reach regional areas. E.g. Early Childhood program *Kids and Traffic* only visits rural areas every second year and does not deliver programs to children during their visit. Moreover the local Road Safety Officers are not permitted to deliver safety in school programs even though they are based within the community.

Should you wish to discuss any matter raised in this letter, please contact me on [REDACTED].

Regards,

Geoff Gunn  
Director Roads and Engineering