

**Submission
No 23**

REDUCING TRAUMA ON LOCAL ROADS IN NSW

Organisation: Local Government NSW

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Draft LGNSW Submission on *Reducing Trauma on Local Roads in NSW*

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1. Opening

Local Government NSW (LGNSW) is the peak body for local government in NSW, representing NSW general purpose councils and related entities. LGNSW facilitates the development of an effective community-based system of local government in the state.

LGNSW welcomes the opportunity to make a submission to the NSW Joint Standing Committee on Road Safety (StaySafe) inquiry into Reducing Trauma on Local Roads in NSW.

This is a draft submission awaiting review by the LGNSW Board. Any revisions made by the Board will be forwarded to the Committee in the form of an updated submission.

2. Background

The Joint Standing Committee on Road Safety (StaySafe) is seeking feedback from the public about ways in which trauma can be reduced on local roads¹ in NSW. It notes that “local roads are crucial to country life, linking people and goods to regional and economic centres, local roads have a higher percentage of fatalities and serious injuries than state roads”.² The Committee is seeking to understand the current planning arrangements to address road safety on local roads and identify opportunities for intervention that could help save lives.

On 21 November 2019, the StaySafe Committee called for submissions to its inquiry. This submission is structured to reflect the inquiry’s Terms of Reference and LGNSW has offered recommendations where appropriate for consideration by the Committee.

The Terms of Reference for the inquiry are:

- a. *The role of local roads in road safety and trauma*
- b. *The effectiveness of existing road safety planning requirements, including in other jurisdictions*
- c. *Opportunities for improving road safety planning and management on local roads, including through the Local Road Safety Program and Community Strategic Planning*
- d. *The role of local communities and their representatives in identifying and delivering road safety initiatives to reduce trauma on local roads*
- e. *Other relevant matters*

3. LGNSW and ALGA Advocacy Priorities

This submission is aligned with current LGNSW and the Australian Local Government Association (ALGA) Advocacy Priorities.

LGNSW Policy Platform (June 2019)³ details three Position Statements relevant to this submission. These are:

¹ Local roads are referred to by the Committee (Media Release, 21 November 2019) as those that “are managed by local government and make up approximately 90 percent of the NSW road network”.

² <https://www.parliament.nsw.gov.au/ladocs/other/12837/Media%20release%20-%20Inquiry%20-%20Reducing%20trauma%20on%20local%20roads%20in%20NSW.pdf>

³ https://www.lgnsw.org.au/files/imce-uploads/581/LGNSW_Policy_Platform_-_060719.pdf (p.10, p.12, p.20)

- Position Statement 4 (Services in Rural Communities) which calls on the State and Commonwealth Government to accept that rural councils will never be able to fund the basic standard of infrastructure and public services to which all Australians are entitled from its own source revenue. Councils also call for new models for rural and regional infrastructure and service delivery that are built on close collaboration between local, state and federal government.
- Position Statement 6 (Infrastructure) calls for increased funding through commonwealth and state revenue sharing and grants programs that is also equitable and directed to the areas of greatest need.
- Position Statement 14 (Health and Safety) calls for practical reforms and initiatives that improve public health and safety but do not represent cost shifting or burden the limited resources of local government without providing adequate funding or cost recovery.

The Australian Local Government Association's (ALGA) 2019 Federal Election Initiatives⁴ outlines an initiative also relevant to this submission:

- Initiative 3 (Boost Safety on Local Roads) calls on state and commonwealth governments to address the national underspend within the local government sector of at least \$1.2 billion per annum as inadequately maintained roads and bridges can have serious road safety outcomes.

Recommendation 1: That the Committee acknowledges local governments' calls for practical reforms and initiatives that improve road safety on local roads but do not represent cost shifting or unfairly burden the limited resources of local government.

Recommendation 2: That the Committee recognises that while NSW councils are familiar with the local road network where many of these incidents occur, they have limited resources, capacity and capability to respond to the challenge without a significant injection of funding and resources from both state and commonwealth governments.

4. The Role of Local Roads in Road Safety and Trauma

The latest crash data from the NSW Centre for Road Safety (CRS) shows that 229 people were killed driving on country roads which represents 66 percent of the 347 people killed across all NSW roads in 2018.⁵ This follows a similar pattern from previous years. For example, 272 people were killed on country roads, which represented 70 percent of the 389 people killed across all NSW roads in NSW in the previous year.⁶ These figures are undoubtedly concerning, particularly when it is generally recognised that many road fatalities are potentially preventable⁷.

The IPWEA/LGNSW Road Asset Benchmarking Report (IPWEA 2017) shows that councils manage a local and regional road network in NSW that totals 165,346 km (81,685 km of which is unsealed) and includes 10,064 bridges with a total estimated replacement cost of \$73.0 billion.⁸ In terms of the total length of the NSW road network, councils manage approximately 90 percent of the network. However, for a variety of reasons, councils do not receive 90

⁴ <https://alga.asn.au/alga-2019-federal-election-initiatives/>

⁵ <https://roadsafety.transport.nsw.gov.au/downloads/crashstats2018.pdf>

⁶ <https://roadsafety.transport.nsw.gov.au/downloads/crashstats2017.pdf>

⁷ <https://www.who.int/news-room/fact-sheets/detail/road-traffic-injuries>

⁸ https://higherlogicdownload.s3.amazonaws.com/IPWEA/c7e19de0-08d5-47b7-ac3f-c198b11cd969/UploadedImages/Asset%20Benchmarking%20Project/2017_Road_Management_Report_May_2018.pdf

percent of the total state or federal funding allocations for road and related infrastructure maintenance and upgrades, nor do they receive 90 percent of the total state or federal funding allocations for addressing road safety. Put simply by IPWEA in its 2018 submission to the StaySafe Committee's *Review of road safety issues for future inquiry*: "Road fatalities and injuries in NSW communities could be further reduced if more importance was put on local roads"⁹.

Although road and infrastructure maintenance and upgrades represent the leading budget line item for local government investment in their communities¹⁰, councils raise only 3.6 percent of Australia's total taxation revenue¹¹. This puts the sector in a significantly constrained position when it comes to managing road network maintenance let alone resourcing and funding locally based road safety initiatives. This challenge was identified by the 2018 federal *Inquiry into the National Road Safety Strategy* which "identified considerable capacity and resource issues that are hindering the ability for local government to pursue the desired transformative approach to road safety."¹²

As a result of such limited ability to generate own-source funding to address road safety more broadly on local and regional road networks, councils are heavily dependent on state and federal government funding. However, as highlighted by the NRMA's Funding Local Roads Report (2017), the infrastructure backlog deficit across NSW totalled \$1.96 billion in 2015-16 with regional councils the worst affected with an infrastructure backlog deficit totalling \$1.56 billion.¹³ The NRMA report also notes that this underspend has resulted in the deterioration of the local and regional road network "with the unintended consequence of more crashes on the local road network."¹⁴ By comparison, expenditure on state roads is 6.7 times the amount spent on local roads per kilometre as identified by Austroads in its *Road Safety on Local Government Roads Final Report* (2010).¹⁵

Notwithstanding this, local government in NSW, within its limited means, makes a substantial contribution to delivering safer roads for communities in line with the Safe Systems approach to road safety, widely adopted throughout Australia. The Australian Government defines the Safe Systems principles as involving:

"a holistic view of the road transport system and the interactions among road and roadsides, travel speeds, vehicles and [all] road users...it recognises that people will always make mistakes and may have road crashes – but the system should be forgiving and those crashes should not result in death or serious injury."¹⁶

The Safe Systems model is accordingly underpinned by four key pillars: safe roads, safe speeds, safe vehicles and safe people. When viewed through the lens of the Safe Systems model, local government's ongoing contribution to road safety lies predominantly under the Safer Roads pillar. Through funding initiatives including the NSW Safer Roads Program and Federal Black Spot programs coupled with its own resourcing, a total of 59 councils in NSW¹⁷ have worked in conjunction with the NSW Centre for Road Safety to deliver numerous road upgrades and crash black spot treatments on the local road network designed in line with

⁹ [https://www.parliament.nsw.gov.au/ladocs/submissions/62335/Submission%2014%20-%20IPWEA%20\(NSW\).pdf](https://www.parliament.nsw.gov.au/ladocs/submissions/62335/Submission%2014%20-%20IPWEA%20(NSW).pdf)

¹⁰ <https://alga.asn.au/alga-2019-federal-election-initiatives/> (p.12)

¹¹ <https://cdn.alga.asn.au/wp-content/uploads/Woolley.pdf>

¹² https://www.roadsafety.gov.au/sites/default/files/2019-11/nrss_inquiry_final_report_september_2018_v2.pdf (p. 63)

¹³ https://www.mynrma.com.au/-/media/documents/reports-and-sub/dcg-7365-local-road-funding-paper_final_low-res.pdf?la=en (p.3)

¹⁴ Ibid.

¹⁵ <https://austroads.com.au/publications/road-safety/ap-r359-10> (p.82)

¹⁶ <https://www.roadsafety.gov.au/nrss/safe-system>

¹⁷ Data provided to LGNSW by Karin Summerfield, Senior Manager Road Safety Integration, TfNSW, 20 January 2020

Safer Roads principles. These have delivered a 30 percent reduction in fatality and casualty rates at treated sites.¹⁸ As explained in the next section, this is in line with the national road safety governance framework with the federal and state governments taking the leading role in the other pillars of the Safe Systems model with local government playing a supporting role.

Recommendation 3: That the Committee recognises that councils in NSW have a vast road network to manage with inadequate financial and other resourcing, yet in conjunction with state and federal road safety treatment programs, have made a substantial contribution to road safety within the Safer Roads pillar of the Safe Systems road safety model.

Recommendation 4: That the Committee considers recommending the redirection of a portion of road funding from state roads to local roads so that it better addresses the areas of the road network in greatest need – nearly 70 percent of fatal crashes occur on local roads but 670 percent more money is spent nationally on the state road network than on the local road network.

5. The Effectiveness of Existing Road Safety Planning Requirements, Including in Other Jurisdictions

It is instructive to refer to the current national guidelines for road safety governance in Australia¹⁹ by the federal Department of Infrastructure, Transport, Cities and Regional Development. These guidelines outline the roles and responsibilities for road safety across national highways and local road networks in this way:

The Australian Government is responsible for regulating safety standards for new vehicles, and for allocating infrastructure resources, *including for safety*, across the national highway and *local road networks* [our emphasis].

State and territory governments are responsible for funding, planning, designing and operating the road network; managing vehicle registration and driver licensing systems; and regulating and enforcing road user behaviour.

Local governments have responsibilities for funding, planning, designing and operating the road networks in their local areas.

As can be seen, the specific responsibility for road safety on local road networks lies at a federal level in terms of the existing governance arrangements. The federal government largely fulfils this obligation through the Black Spot program as well as indirectly through other programs including Roads to Recovery. Local government uses this money to fund, plan, design and operate the local road network. When framed against the Safe Systems approach, responsibilities for the Safer People, Safer Vehicles, and to a large extent, the Safer Speeds pillars largely lie with the Australian and NSW governments. As outlined in the previous section, councils in NSW make their most significant contribution, as per the national road safety governance arrangements, under the Safer Roads pillar. This represents a well-established understanding that road safety is a shared responsibility of all three spheres of government with each playing an important role.

Following concern about the ongoing number of fatalities across Australia, which total some 1,200 annually at a cost to the economy of around \$30 billion²⁰, the Australian Government initiated a *Review into National Road Safety Governance Arrangements* (2019) and an *Inquiry into the National Road Safety Strategy* (2018). Among its key findings, the *Review of National*

¹⁸ https://www.roadsafety.gov.au/sites/default/files/2019-11/nrss_2011_2020.pdf (p.16)

¹⁹ <https://www.infrastructure.gov.au/roads/safety/>

²⁰ https://www.roadsafety.gov.au/sites/default/files/2019-11/nrss_inquiry_final_report_september_2018_v2.pdf (p.12)

Road Safety Governance Arrangements found that “The Australian Government has not provided sufficiently strong leadership, coordination or advocacy on road safety to drive national trauma reductions.”²¹ It also found that:

Local government, despite owning the majority of all Australian roads, is not sufficiently engaged or resourced to deliver road safety. Local government is in an unenviable position, being dependent on state legislation for its authority and revenue; limited in its ability to commit to sustained road safety outcomes in its areas; and with a significant proportion of fatalities occurring on its roads.²²

Recommendation 5: That the Committee:

- recognises that under the current national road safety governance arrangements, councils in NSW are fulfilling their obligations with regard to road safety; and
- notes that the *Review of National Road Safety Governance Arrangements (2019)* found that councils are limited in their ability to commit to sustained road safety outcomes under existing resourcing, funding and governance arrangements.

6. Opportunities for Improving Road Safety Planning and Management on Local Roads, Including through the Local Government Road Safety Program and Community Strategic Planning

LGNSW understands that the NSW Centre for Road Safety (CRS) has for some time considered making road safety planning a mandatory component of the Integrated Planning and Reporting (IP&R) framework²³. While LGNSW strongly supports efforts to improve road safety, we are not aware of any evidence from CRS to show that making strategic road safety planning a mandatory component of the IP&R framework will have any direct impact on reducing the road toll. The IP&R framework is not intended to incorporate numerous individual plans -- if this were the case, potentially each state agency could seek to have a specific plan to meet their agency objectives incorporated in councils' Community Strategic Plans.

LGNSW has advocated to CRS that it adopts the following approach:

- Consult closely with councils and road safety officers (RSOs) across NSW by undertaking a series of information sessions and/or workshops to help ascertain and understand where and how best to encourage a more strategic approach to road safety;
- Based on feedback from these information sessions, develop tailored workshops designed to support the development of road safety management systems or improvements that could be made to existing plans;
- Allocate the necessary additional funding and resourcing within CRS required to achieve this.
- Use the available crash data to inform an evidence-based approach to identify the local government areas (LGAs) where road safety needs to be prioritised, rather than taking a blanket approach to the issue;

²¹ https://www.roadsafety.gov.au/sites/default/files/2019-11/stp_review_of_national_road_safety_governance_arrangements.pdf (p.4)

²² Ibid.

²³ <https://www.olg.nsw.gov.au/councils/integrated-planning-and-reporting/framework>

- Deploy its road safety specialists to work with specifically identified councils across NSW to provide the necessary resources to develop and deliver targeted road safety strategies on an as needed basis;
- Support councils in the monitoring and evaluation of crash data related to their LGA and assist them in monitoring the effectiveness of locally deployed countermeasures; and
- Ensure that RSOs are effectively supported and included in the decision-making processes with CRS at strategic planning level.

In addition to this, LGNSW supports Recommendation 3 arising from the *Inquiry into the National Road Safety Strategy* (2018) which calls on the federal government to “Commit to a minimum \$3 billion a year road safety fund.” According to the Inquiry, “Stimulus and scale of investment are critical if appreciable progress is to be made toward eliminating harm on Australia’s roads...”²⁴ It is clear that only appreciable federal government investment in road safety measures will address road trauma on local roads and that without such investment, making road safety plans mandatory for councils will be of limited benefit.

The Local Government Road Safety Program (LGRSP) has helped to raise the profile of road safety in many councils across NSW. It is a program that is jointly funded by councils and the NSW Government that provides funding for a Road Safety Officer (RSO) on a 50/50 cost-share basis for a 12-month appointment. The government also provides RSOs with an annual funding allocation of \$9,500 to deliver road safety campaigns in their local community as well as \$1,500 to cover the cost of advertising Graduated Licensing Scheme workshops run by councils. According to data provided to LGNSW by TfNSW²⁵ there are currently 80 councils in NSW with an RSO with 76 RSOs employed on a full-time basis. Of the 128 councils across NSW, this leaves 48 councils in NSW without an RSO.

Councils are required to apply annually to the CRS for RSO funding. If their application is successful, they are offered 50 percent funding for RSOs. As a result, some councils may apply for an RSO but not receive approval. There will be instances where councils do not have the resources to submit an application on an annual basis for RSO funding, while others cannot afford to fund the remaining 50 percent of a road safety officer’s annual salary.

Feedback from our members indicates that RSOs are underfunded and because of this they are unable to make a significant impact under the Safer People pillar of the Safe Systems approach. Further, the repeated requirement to apply for funding through the program on an annual basis is not conducive to RSOs being able to develop road safety plans that can be implemented on any more than a 12-month basis.

Recommendation 6: That the Committee considers the approach proposed by LGNSW to provide targeted assistance to councils to develop local road safety strategies specific to local needs, only on the basis that adequate funding and resourcing in terms of both development and implementation is provisioned.

Recommendation 7: That the Committee considers recommending that the federal government fully adopts Recommendation 3 arising from the *Inquiry into the National Road Safety Strategy* (2018) which calls on the federal government to establish a \$3 billion per year road safety fund to address road trauma.

Recommendation 8: That the Committee considers recommending revising the NSW Local Government Road Safety Program so that Road Safety Officers (RSOs) are appointed for a 3 year period in order to foster the development of longer term road safety strategies and

²⁴ https://www.roadsafety.gov.au/sites/default/files/2019-11/nrss_inquiry_final_report_september_2018_v2.pdf (p.31)

²⁵ Data provided to LGNSW by Manager Road Safety Coordination, TfNSW, January 2020

culture, and increase the funding allocation to help councils better contribute to the Safe People pillar of the Safe Systems approach.

7. The Role of Local Communities and their Representatives in Identifying and Delivering Road Safety Initiatives to Reduce Trauma on Local Roads

As outlined in Section 5 of this submission, the primary responsibility for road safety on local roads under current national governance arrangements lies with the Australian Government. The primary role of local government, which it is fulfilling, is to deliver road safety treatments using funding from state and federal governments to address accident black spots under the Safer Roads pillar of the Safe Systems approach. Local government also uses its rates and grants funding programs to deliver road maintenance and other works that may also have a direct or indirect road safety benefit. Consequently, the largest component of council expenditure on road safety is directed towards Safe Roads initiatives as this is where their funding base is greatest.

As outlined in Section 6 of this submission, local government is particularly resource and funding constrained when addressing the Safer People pillar of the Safe Systems approach to road safety. Councils, where they have them, have an RSO with a funding allocation of \$11,000 in total. There are instances, however, where better resourced councils have directed additional funding to an RSO and/or to consultants to develop sophisticated road safety plans reflecting the expectations and priorities of the communities they represent. Nevertheless, the majority of the funding under the Safer People pillar resides principally with the NSW Government. Similarly, the funding and decision-making resources for the Safer Vehicles and Safer Speeds pillars of the Safe Systems approach to road safety reside with the state and federal authorities.

As such, the role of local communities and their representatives in identifying and delivering road safety initiatives to reduce trauma on local roads is largely framed by these resourcing and funding constraints. However, within these parameters, there are opportunities for local communities to raise road safety matters with their elected representatives in councils as well as with council staff. For example, all councils are required to develop a Community Strategic Plan as part of the IP&R process that is designed to identify the main priorities and aspirations of the community, which invariably includes addressing all aspects of community safety. This is informed through the development of a transparent Community Engagement Strategy that aims to deliver a strong balance between representative and participatory democracy. This well-established process is overseen by the Office of Local Government to ensure that it is both thorough and authentic.

Further, councils convene Traffic Committees that also address community concerns about road safety matters under powers delegated by TfNSW (formerly RMS). These committees typically include representation from the elected councillors, council engineering staff, NSW Police Force, TfNSW/RMS, and (in certain instances), the local State Member of Parliament. They also meet on a regular basis, typically monthly. Councils have a standing open invitation to members of the public wanting to attend and speak at these committees to raise any issues or concerns that they might have with items either on an official agenda, or as other business. Minutes of these meetings are typically published on council websites. Councils also provide general contact details online and elsewhere where members of the public are able to raise concerns about the full range of matters that affect community living, including road safety matters.

Councils also routinely address pedestrian safety and integrate traffic calming measures in built up areas within communities. These considerations are typically an inherent component of community and precinct development plans. To this extent, within their reasonable sphere of

influence, councils act on advice from the community, their own staff and the input of the Traffic Committees mentioned above to help make their communities safer. Councils are also closely involved in ensuring pedestrian safety in and around local schools helping to ensure that these areas are safe for students and their families. These activities are often supported by community-based education programs that work in conjunction with other road and pedestrian safety initiatives developed by the NSW Centre for Road Safety.

Recommendation 9: That the Committee acknowledges that local communities and their representatives routinely engage on the full breadth of issues that affect communities and that this includes addressing local road safety issues.

8. Other Relevant Matters

As per LGNSW's policy Position Statement 14 (Health and Safety), we call for practical reforms and initiatives that improve public health and safety but do not represent cost shifting or burden the limited resources of local government without providing adequate funding or cost recovery. LGNSW is concerned that the Committee may make a recommendation, for example, to mandate that councils develop a road safety plan as part of their IP&R framework. This is not a position that LGNSW supports, nor has it been previously supported by the Office of Local Government. Councils already have substantial responsibilities and workload to develop a wide range of plans that support their communities. These already incorporate community safety, which often includes road safety planning.

Further, in discussions to date between LGNSW and the NSW Centre for Road Safety, there has been no supporting evidence put forward by CRS to demonstrate how the development of discrete road safety strategies at a local council level will achieve significant reductions in the road toll on local roads in NSW without significantly increased funding and resourcing.

If road safety strategic planning is to be made mandatory at a council level, LGNSW will only support such a proposal where adequate funding is provided not only to develop such a strategy, but also to support its delivery so as to achieve meaningful reductions in the road toll on local roads. As recommended by the *Inquiry into the National Roads Safety Strategy* (2018), LGNSW is of the view that this will only be possible with the establishment of a national \$3 billion annual road safety fund. The development of road safety plans without substantial financing and resourcing for development and implementation is not something that LGNSW would consider a practical or useful reform.

Recommendation 10: That any recommendation the Committee may propose that could impact councils is practical, supported by evidence that demonstrates it will be effective, and is fully funded by the NSW Government and properly resourced and supported with appropriate outreach by the NSW Centre for Road Safety.

9. Conclusion

LGNSW commends the StaySafe Committee for undertaking an inquiry into reducing road trauma on local roads. LGNSW recognises that the high number of fatalities on local roads is unacceptable and that action must be taken to address this societal and economic issue. As outlined in this submission, NSW councils make a substantial contribution to road safety in their local communities under the Safer Roads pillar of the Safe Systems approach to road safety. This is where the majority of funding to councils to improve road safety is targeted and is reflective of council commitments to meeting its roles and responsibilities under the current national road safety governance arrangements. Under these same arrangements, the

responsibility for the Safer People, Safer Vehicles and Safer Speeds pillars on local, state and national roads lies predominantly with state and federal governments in line with current funding and governance arrangements.

As per Recommendation 3 of the Inquiry into the National Road Safety Strategy (2018), LGNSW supports the establishment at the national level of a \$3 billion annual road safety fund which the panel found was necessary to more vigorously prosecute the road safety agenda. While it is true that too many people are dying on local roads in NSW, it is also the case that the road safety challenge extends beyond our state. Only through a properly funded and coordinated approach to road safety that targets all the pillars of the Safe Systems approach between all three spheres of government are we likely to see the desired reduction in road trauma on local roads in NSW, but also across Australia.

For further information in relation to this submission, please contact Sanjiv Sathiah, Senior Policy Officer Roads and Transport, on 02 9242 4073 or sanjiv.sathiah@lgnsw.org.au

Attachment 1 - List of Recommendations

Recommendation 1: That the Committee acknowledges local governments' calls for practical reforms and initiatives that improve road safety on local roads but do not represent cost shifting or unfairly burden the limited resources of local government.

Recommendation 2: That the Committee recognises that while NSW councils are familiar with the local road network where many of these incidents occur, they have limited resources, capacity and capability to respond to the challenge without a significant injection of funding and resources from both state and commonwealth governments.

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Recommendation 5: That the Committee:

- recognises that under the current national road safety governance arrangements, councils in NSW are fulfilling their obligations with regard to road safety; and
- notes that the *Review of National Road Safety Governance Arrangements* (2019) found that councils are limited in their ability to commit to sustained road safety outcomes under existing resourcing, funding and governance arrangements.

Recommendation 6: That the Committee considers the approach proposed by LGNSW to provide targeted assistance to councils to develop local road safety strategies specific to local needs, only on the basis that adequate funding and resourcing in terms of both development and implementation is provisioned.

Recommendation 7: That the Committee considers recommending that the federal government fully adopts Recommendation 3 arising from the *Inquiry into the National Road Safety Strategy* (2018) which calls on the federal government to establish a \$3 billion per year road safety fund to address road trauma.

Recommendation 8: That the Committee considers recommending revising the NSW Local Government Road Safety Program so that Road Safety Officers (RSOs) are appointed for a 3 year period in order to foster the development of longer term road safety strategies and culture, and increase the funding allocation to help councils better contribute to the Safe People pillar of the Safe Systems approach.

Recommendation 9: That the Committee acknowledges that local communities and their representatives routinely engage on the full breadth of issues that affect communities and that this includes addressing local road safety issues.

Recommendation 10: That any recommendation the Committee may propose that could impact councils is practical, supported by evidence that demonstrates it will be effective, and is fully funded by the NSW Government and is properly resourced and supported with appropriate outreach by the NSW Centre for Road Safety.