

**Submission
No 31**

REDUCING TRAUMA ON LOCAL ROADS IN NSW

Organisation: Central NSW Joint Organisation

Date Received: 20 March 2020



CENTRAL NSW
JOINT ORGANISATION

Inquiry into reducing trauma on local roads in NSW

March 2020



- Bathurst
- Blayney
- Cabonne
- Cowra
- Forbes
- Lachlan
- Oberon
- Orange
- Parkes
- Weddin

20 March 2020

The Hon. (Lou) Louis AMATO, MLC
Committee Chair
Reducing trauma on local roads in NSW
Parliament of New South Wales
Macquarie Street
Sydney NSW 2000

staysafe@parliament.nsw.gov.au

Re: Inquiry into reducing trauma on local roads in NSW

The Central NSW Joint Organisation Board thanks you for the opportunity to make comment on the Inquiry into reducing trauma on local roads in NSW.

This region consistently advocates for the opportunity to co-design consultations to ensure a fit-for-purpose process in collaborating on solutions with regional communities.

We understand the terms of reference as:

The Committee will inquire into and report on reducing trauma on local roads in NSW with specific reference to:

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

The role of local roads in road safety and trauma

Councils in NSW are responsible for the management and maintenance of many thousands of kilometres of local roads. Despite the support from both the State and Federal Governments, which has shown good work on local roads from a safety perspective, to improve the road condition especially for the more remote Councils with the larger road networks; more funding is required.

However, there are some opportunities:

- Improving lighting where the Southern Lights Project is rolling out LED lights with smart controls on local roads across 41 Lgas in NSW. This region has commenced discussion with TfNSW on opportunities and challenges on State owned roads which Councils procure the lights and gift them to Essential Energy. While this sounds counter intuitive and complex, with carefully managed collaborative effort there will be better ways for the State to count traffic and other opportunities through smart controls.
- While early days, better collaboration is starting to occur with TfNSW where road safety is a critical priority. See for example the work being undertaken on transport planning in the pilot in Central NSW. The view of the Joint Organisation Board is if this work translates into two year implementation plans, with governance arrangements in place to provide surety, better outcomes will occur. An example in the region is the collaborative work on road rail interface.

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

The strategic framework for roads, including road safety, is complex and difficult to navigate. In the past it has been siloed though this is currently changing and improving under the Future Transport 2056 approach which in this region includes integration into land use and community.

CNSWJO has resourced a collaboration of State, Federal and Local entities to help navigate this framework, share advice and look for opportunities to reduce duplication and optimise service delivery. Most recently this has led to the codesign of the regional transport planning suite for the Central West and Orana where road safety is a feature. It is hoped that this will lead to more collaborative work on road safety where early conversations are positive.

Regarding planning at the local level, local government in NSW must audit its assets including roads and this advice informs the mandatory Integrated Planning and Reporting framework. Prioritisation and planning form part of this activity. The current situation with regard to road safety strategy at the local level is that road safety programs are managed by Councils with future direction and support along with funding being provided by TfNSW. These are informed by trauma, Blackspot crash sites and potential risks based on engineering guidelines eg. sight lines, curve and camber. This program funded is by TfNSW. Where most Councils have some type of planning and prioritisation on road safety, Strategic Road Safety Plans will be mandatory in 2021 and training in their development is funded by TfNSW and underway through support from IPWEA.

Review of these plans by a cross jurisdictional group, as is currently the case with the Regional Integrated Transport Group (RITG) finalising the suite of regional transport plans under the 2056 banner, will find opportunities to optimise outcomes going forward. However, this group needs to continue to operate and is currently resourced by TfNSW.

In the Central NSW Region work on road priority is undertaken collaboratively and includes road safety. A multi criteria analysis is used and project across the region are ranked. This informs conversations between Councils and with the State on regional priority and potential changes to State programs based on local road activity, for example at intersections.

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

Since the get go, Councils have tried to engage the State in the development of Community Strategic Plans (CSPs) with little success. It is all very well to make State engagement in these Plans a feature of the Local Government Act, but if other agencies are not obliged to engage the experience in Central NSW is that they don't. In reality, there is great opportunity to leverage the community strategic planning process to reduce consultation fatigue.

Communities do identify roads as a priority in all CSPs in Central NSW. However, it is not necessarily couched in the terms of road safety and the management of potholes or road surface quality is often top of mind in feedback from community stakeholders.


It is suggested that further work at the regional level through entities like the RITG will deliver better alignment with and leveraging of CSPs.

The role of local communities and their representatives in identifying and delivering road safety initiatives to reduce trauma on local roads

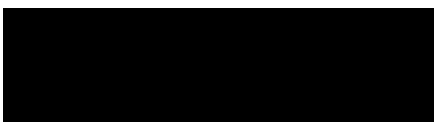
Ideally, drivers respect the conditions of the road and manage risks accordingly. More work on driver education is worthwhile. This is another example of a conversation being had in region where TfNSW are able to provide support and advice to campaigns and strategies of local government.

Other relevant matters

Greater support from all emergency services and relevant agencies in the reporting of tow away (no injury) motor vehicle crashes along with injury and fatality crashes would be helpful. This information forms the backbone of the Blackspot and Safer Roads Programs and many Council have inaccurate data based on non-reported accidents. This flow on effect then results in known fatigue and Blackspot areas to fall short on minimum criteria for funding.

Once again thank you for this opportunity to provide feedback on local road trauma and this region would welcome an opportunity to speak to you about the value of the collaborative work being undertaken in region. 

Yours sincerely,



Jennifer Bennett
Executive Officer
Central NSW Joint Organisation (CNSWJO)