

**Submission  
No 49**

## **SPEED LIMITS AND ROAD SAFETY IN REGIONAL NSW**

**Organisation:** Wingecarribee Shire Council

**Date Received:** 5 July 2022

I hold the position of Road Safety Officer at Wingecarribee Shire Council (Southern Highlands). I have worked in Road safety and trauma throughout my career.

I make the following submission in relation to speed limits on rural roads relative to the changing population and demographics of the southern Highlands.

Historically, roads linking townships in the southern highlands were rural/agricultural access routes. Over time the land has been subdivided and the area provides a more rural-urban/residential-tourist base. With increasing tourism and improved access to Sydney and Wollongong the Southern Highlands has become a popular destination for day trippers and recreational users of the area.

Many of the country roads in the Shire have seen little improvement for many years.

Many have soft shoulders, no edge line marking, have poor surface conditions especially following recent rain events, high incidence of animal impacts, trees close to road shoulders with blind crests and curves.

Speed reduction requests are a constant to council (who refer them on Transport for NSW for their attention as it is their jurisdiction).

Whilst overtime the limits have dropped from 100 to 90 on many of these roads, I consider 90km/h on these roads to now be excessive.

Below is a photo of Werai Road, at Exeter. This situation is common throughout the southern highlands. Other examples include Mt Broughton road 90km/h. Nowra road, 90 km/h. Moss vale road 90km/h, Penrose Road 100km/h amongst others.



Nowra Road, Moss Vale: Eastbound cross of Yarrawarra Road



Werai Road Exeter northbound towards Moss vale

Please note in these pictures: Narrow lanes, no edge lines, no reflectors, soft crumbling edges, proximity to trees and poles



Penrose Road, Penrose southbound towards Wingello

**Recommendation**

At present the system of speed limit reduction is very reactive following complaints and fatal accidents and that a more proactive approach be made.

An innovative thought is that along with the promotion of “50km/h in residential areas” An “80km/h on our country roads” policy be tialled/adapted. This would simplify varying speed limits and improve safety.

A policy like this in LGA’s like Wingecarribee, Wollondilly, Camden, (areas that absorb the spread of the Sydney basin) would create consistency and lead towards a behavioural change over time., in that unless the road is maintained to higher standards the default would be 80km/h and not 100km/h.

Regards,

Brian

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