

**INTERVENTIONS TO REDUCE ROAD TRAUMA IN REGIONAL NSW CAUSED
BY SPEEDING, FATIGUE, DRINK AND DRUG DRIVING**

Organisation: Shoalhaven City Council Staff

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Shoalhaven City Council Submission

Interventions to reduce road trauma in regional NSW caused by speeding, fatigue, drink and drug driving

Overview

Shoalhaven City Council welcomes the inquiry by the Joint Standing Committee on Road Safety (Staysafe) into [Interventions to reduce road trauma in regional NSW caused by speeding, fatigue, drink and drug driving](#), and thanks the Committee for the opportunity to provide a submission.

The feedback from Shoalhaven City Council focuses primarily on two key topic areas we would like to see addressed, they being;

Crash Data and Targeted Behavioural Programs – Improvements Required and Increased Funding

And;

Significant “Infrastructure” Funding Investments Needed

Further details to explain these topic areas and what we would like to see changed, is provided below.

Key Topic Area - Crash Data and Targeted Behavioural Programs – Improvements Required and Increased Funding

- Need for a better crash reporting system. Currently only Fatal and Injury crashes are recorded (where Police have attended) and there is often a marked lack of detail in relation to Rural/Regional crashes, and a significant number of crashes not being reported, or reported accurately. To address the current gap in crash data – we believe it should be made compulsory for insurance companies to have to forward all crash/claims to State Transport agencies as part of the State’s compilation and analysis/refinement of crash data. Until we close that gap – we’re currently not seeing the full picture.
- Crash Profiles should also be created for each LGA with top causal/influential factors, characteristics and demographics (age breakdown, local vs visitors, speed, fatigue, drink and drug driving, types of drivers/license status and vehicle types involved) with ability for this information to be more easily generated and interrogated. This will significantly improve how crash data can then be used to create targeted road safety programs and strategies.

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- The delivery and effectiveness of road safety programs needs to be improved (for speed, fatigue and drink and drug driving in rural/regional NSW). Increased funding and greater cross collaboration with local and state governments to better identify problems and target areas of concern
- The current lack of grant funding for road safety behavioural programs is a key issue when it comes to delivery/with lack of resourcing making it difficult to deliver/and review road safety programs successfully. Rural/regional areas are often significantly larger in size (meaning that current limited funding impacts Rural and Regional LGA's to a greater degree – geographically reducing the effectiveness of programs).
- Council's are currently limited in the space that can be allocated towards delivering programs on speed, fatigue and drink and drug driving (due to stringent State Government road safety program guidelines). Many of the more effective strategies are limited to a state level or capped at certain amounts (which hinders the effective delivery of programs at a local level).
- At a local level we are currently targeting speed through a VMS (Variable Message Signage) program by displaying VMW signs and capturing traffic and speed related data at locations of known hot spots (data is then passed on to our Local Police Command for further investigations). This program is highly effective at the targeted locations, however due to funding limitations- the coverage of this program across the LGA is generally inadequate.
- At a local level drink driving is targeted through running of a program Plan B “win a swag” competition held at local licensed venues where alcohol is served. This encourages patrons to talk about their Plan B options (State Government funding currently allows merchandise to be displayed, however the effectiveness of the program relies heavily on community and venue participation).
- Greater funding is required in Rural/Regional NSW broadly along the State Road network to provide more and better equipped rest stops (more locations, greater parking and amenities for light and heavy vehicles, and supported by adjoining commercial precincts to encourage more and longer breaks), in addition to more speed (and average speed) cameras.

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Key Topic Area - Significant “Infrastructure” Funding Investments Needed

- Shoalhaven City Council has previously made submissions to the NSW Government, proposing to hand back approximately 141km of Shoalhaven’s Regional Roads to the State. This will significantly improve council’s financial capacity and result in significant safety and efficiency improvements along both the Local and State Road networks within the Shoalhaven
- Not unique to the Shoalhaven – there is a noticeable lack of police enforcement broadly in rural/regional areas. A significant investment is needed to improve enforcement levels in Rural/Regional areas (in the absence of enforcement, local road networks will otherwise need to transform towards self-enforcing networks – however Council’s simply cant deliver the improvements that would be required under the current funding model for local government). Increased investment in enforcement would be more cost effective, in our view.
- Safer systems/safer roads – current “AUSTROADS” guidelines identify safer systems/safer design standards than Council’s can afford to deliver under current funding models. Either guidelines need to be relaxed to affordable levels, or more preferably – a significantly greater investment is required by the NSW Government/and the Federal Government to help Council’s transform their roads to the standards identified in current design guidelines.
- Increased funding required for Active Transport – another area which could make a significant difference is active transport. Better active transport networks will reduce the reliance on the motor vehicle, leading to healthier communities, keeping cars off the roads, and providing more off-road opportunities for pedestrians and cyclists. However, from our latest review - there is currently a \$Billion backlog of active transport projects city wide – this is another crucial area that needs significantly greater investment if we are ever going to achieve a marked uptake in active transport and see a real difference in terms of safety improvements on our roads.

Again – Council appreciates the opportunity to provide this feedback, and we look forward to the outcomes of the review.