

Eurobodalla Road Safety Plan 2019-2022



www.esc.nsw.gov.au

Eurobodalla Council recognises Aboriginal people as the original inhabitants and custodians of all land and water in the Eurobodalla and respects their enduring cultural and spiritual connection to it.

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OUR COUNCIL WILL CONTINUE TO ALLOCATE ANNUAL GRANT ALLOCATIONS TO OUR TRANSPORT NETWORK AND TO ACTIVELY PURSUE PROGRAM SPECIFIC GRANT FUNDS TO MAKE OUR LOCAL AND REGIONAL ROAD NETWORKS SAFER. "

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## Mayor's message

Our Eurobodalla Road Safety Plan 2019-22 aims to drive road related trauma down for our community, our families and the 1.5 million visitors who come here annually. The human costs are too high and the economic costs to the community are astronomical (\$7.6B and \$30B annually across NSW and Australia respectively). Collectively we must do better.

Council recognises and accepts the key role we play in road safety through the implementation of a safe systems approach (safe roads, people, vehicles and speeds) within our area of responsibility.

We recognise that we must continue to partner with the NSW and Australian Governments, and work with our community, to reduce the loss of life and road related trauma in our local community.

This plan outlines the specific measures Council needs to undertake to help keep our community and visitors to Eurobodalla safe as they drive our local and regional roads or bus, scooter, cycle and walk around our community. The plan includes specific actions to build a safer road network, educate people to behave in a safer manner, transition to safer vehicles across the Council fleet and work with the NSW Government to ensure appropriate speeds.

We have advocated directly through the NSW Roads and Transport Directorate and directly to achieve improved funding from the NSW and Australian Governments for local and regional roads. We acknowledge the significantly increased funding programs developed by the NSW Government for local roads, such as Fixing Country Roads and Saving Lives on Country Roads, and the announcement of a further \$500M for fixing local roads and \$500M for fixing local bridges. We also acknowledge the critical importance of the Australian Government's Roads to Recovery Program, Federal Assistance Grants (Roads Component) and Black Spot Program.

However, we note the recommendations of the inquiry into the National Road Safety Strategy calling on the Australian Government to allocate an additional \$3B per year for local roads across Australia to help drive the road toll towards zero.

Council will continue to allocate annual funding to our transport network and actively pursue program specific grant funds to make our local and regional road networks safer.

Almost half of all crashes in Eurobodalla occur on the Kings Highway and Princes Highway. We acknowledge the good work being done by the NSW Government to upgrade the Princes and Kings Highways and welcome recent funding announcements to continue this work. We will continue to advocate on behalf of our community for progressive upgrades to these highways to address high crash zones, such as the Batemans Bay to Mogo section of the highway, and to keep ahead of the growth in population and visitation to the Eurobodalla coast.

Our direct partnership with the Roads and Maritime Services and NSW Police has dramatically reduced road related trauma outcomes on the Kings Highway demonstrating what can be achieved. Nevertheless, the dramatic growth in population in Canberra and surrounds, and south-west Sydney, means we must see further progressive upgrades to keep driving the crash rate down.

We commend this plan to our community and look forward to working with you to drive a safer future.

Councillor Liz Innes Mayor

## Our plan at a glance

Eurobodalla Shire Council supports the safe systems approach to road safety (safe roads, safe people, safe speeds, safe vehicles). We accept our responsibility for the local and regional road network whilst highlighting our high reliance on funding from the NSW and Australian Governments to deliver a whole of network approach including local road safety behavioural programs. Our strategic focus continues to be on progressive upgrades to deliver integrated whole of route solutions within the funding streams available.

We continue to allocate our funding, and pro-actively pursue grant funding, to deliver a safer local and regional transport network. We continue to advocate directly and with others to the NSW and Australian Governments, to pursue progressive upgrades to the Princes and Kings Highways.

We recognise that addressing road related trauma is a whole of Government and community challenge. The cost of road related trauma is \$7.6B and \$30B annually across NSW and Australia respectively but the human cost is far too high.

" We continue to allocate our funding, and pro-actively pursue grant funding, to deliver a safer local and regional transport network "

#### 2008-2017 Road Truama Snapshot



#### Australia 13,000 died 360,000 seriously injured



Eurobodalla 30 died 520 seriously injured



Towards zero death and serious injury through a safe system FACT: Over half the crashes in Eurobodalla are in lower speed zones (less than 70km/hr)

Source – NSW Road Safety Plan 2021 courtesy of Transport for NSW

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## Our Eurobodalla Road Action Plan

" Reducing the unacceptable level of road related trauma is a whole of community and whole of Government challenge." We are pro-actively pursuing and implementing strategic actions using the safe systems approach to road safety. Our plan outlines the actions we can take as Council to move towards safe roads, safe people, safe vehicles and safe speeds, within the limits of our responsibility.

As with all Councils across Australia, we recognise our efforts are constrained by available funding. We continue to rely on the NSW and Australian Government annual and project specific grant funding programs. This plan sets out our higher priority actions (refer Tables 6.1-6.4), many of which can only be implemented with the assistance of funding sources and support from others.

Reducing the unacceptable level of road related trauma is a whole of community and whole of Government challenge.

Our Road Safety Plan will be further reviewed in 2022.











FACT:

Someone is killed or hospitalised every 41 minutes because of a crash on NSW roads

## Setting the scene

Across Australia, more than 13,000 people died and more than 360,000 people were seriously injured from road related trauma over the 2008-2017 period. The economic cost of this trauma is estimated to be over \$30B per year.

Across New South Wales 3,724 people died and 119,988 people were seriously injured (matched and unmatched data)\* from road related trauma over the 2008-2017 period. The economic cost of this trauma is estimated to be \$7.6B per year.

In Eurobodalla, 30 people died and 520 people were seriously injured (matched data)\* from road related trauma over the 2008-2017 period. More than 63% of crashes involved local people close to their home.

Many more people received minor or moderate injuries, or experienced non-injury crashes. In presenting to the NSW Roads Congress 2018, Dr John Crozier estimated there were another 7 representations to hospitals in NSW for every serious injury.

The Australian Government developed the National Road Safety Strategy 2011-20 seeking to reduce both deaths and serious injuries by 30%. The NRSS has driven a Safe Systems Approach across Australia. The NRSS 2011-20 can be found at www.roadsafety.gov.au/nrss/

The NSW Government developed the NSW Road Safety Strategy 2011-20 seeking to reduce both deaths and serious injuries by 30%. The NSW RSS 2012-21 can be found at: https://roadsafety.transport.nsw.gov.au

Council developed the Eurobodalla Road Safety Plan 2014-17 to provide guidance for road safety improvements with a significant focus on education through the local government Road Safety Officer program. This plan and our Transport Asset Management Plan have continued to guide Council's activities. Subsequent to the release of the NSW Road Safety Plan 2021, this new Eurobodalla Road Safety Plan 2019-22 has now been developed.

Across NSW and Australia, good progress was being made against the priority target to reduce fatalities up until 2014, following which the trend across NSW and Australia reversed, with fatalities between 2014-2017 increasing from 307 to 389 across NSW and 1150 to 1255 across Australia.

The desire to significantly reduce the total number of serious injuries has been unsuccessful. However the number of serious injuries per registered vehicle has reduced significantly over the last decade, offsetting the growth in population and traffic (see Figures 1.1 and 1.2 below).

The Australian Government undertook the Inquiry Into the National Road Safety Strategy 2011-20 September 2018 making recommendations for further change. The Australian Government is considering these recommendations.

In the interim, the then Minister for Infrastructure and Transport issued a statement of expectations to encourage local government to focus more of Roads to Recovery grant funding toward addressing road safety, including better renewal of roads through resealing sealed roads and resheeting of unsealed roads. Council is already meeting this objective.

The NSW Government responded to this inquiry by developing a new NSW Road Safety Plan 2021, setting priority target areas to address road related trauma from crashes across NSW.

FACT: Two thirds of fatalities occur in ional NSW. req rwo thirds serious juries occur n major city centres.



#### **NSW Fatalities and Population Growth 2006-17**

### NSW Serious Injuries and Injury Crashes 2006-17



Figure 1.2 – Serious Injury Crashes & Serious Injuries\* across NSW 2006-17. Two thirds of serious injuries occur in major city centres.

Figure 1.1 – Fatalities across NSW compared to Vehicle Registration & Population 2006-17. Two thirds of fatalities occur in regional NSW.



## NSW local government context

" Eurobodalla Shire Council has taken a lead in the road safety space, helping to deliver significant improvements particularly in partnership with Transport for NSW on the Kings Highway "



Council's Director Infrastructure Services has presented on improving road safety outcomes to the NSW Roads Congress 2018 & 2019 as well as the Trauma 2018 Conference, using Eurobodalla within the broader NSW context as a case study.

In 2016, the Institute of Public Works Engineering Australasia (NSW) identified the need to build the capacity and provide a new road safety lens within all councils by:

- securing funding from Transport for NSW to train technical staff within councils in Road Safety Audit. This training has been completed, including an additional two staff at Eurobodalla.
- ii) developing new Guidelines for Developing Road Safety Plans for Councils
- iii) securing funding from Transport for NSW to train technical staff within councils to prepare road safety plans for each council. This training will be rolled out in 2019-21. This plan was developed consistent with the recommended approach and as a pilot for that program.

IPWEA NSW has also worked with Local Government NSW (LGNSW) and Australian Local Government Association (ALGA) to successfully advocate for:

- additional funding from the respective levels of government to sustain and upgrade the local and regional road network under councils' control.
- ii) continuance of the Road Safety Officer Program. This has been secured on an ongoing basis providing 50% funding for the RSO at Eurobodalla (and another 67 councils across NSW).

This advocacy acknowledges the need for significant additional funding to address road safety on local roads and the need to build specialist capacity within local government across NSW and Australia. This includes developing additional skilled and qualified engineers within Local Government (now identified by ALGA as the number one skills shortage in Australia).

The outcomes of the most recent NSW Road Congress can be found at www.roadsdirectorate.org.au/2019-local-roads-congress.

## Purpose of this plan

" This plan outlines the significant role played through the Road Safety Officer Program through education and partnering with others. "



The Eurobodalla Road Safety Plan 2019-22 provides the framework and direction to improve road safety outcomes across Eurobodalla using the safe system approach of safe roads, safe speeds, safe vehicles and safe people.

Our plan aligns to the NSW Road Safety Plan 2021 with specific attention to the Eurobodalla context and the role of Eurobodalla Shire Council (rather than the NSW Government). We acknowledge that a significant proportion of the responsibility for road safety remains with the NSW Government (for example Police, Ambulance and Health, vehicle registration, setting appropriate speed limits).

This plan identifies those actions on the local and regional road network where Council has directly responsibility as the road authority as well as Council's role as an advocate for the Eurobodalla community on the state highway network.

This plan outlines the significant role played through the Road Safety Officer Program through education and partnering with others.

This plan acknowledges that implementation of proposed actions is dependent on funding and support from other levels of Government which is largely outside of Council's control. Council will continue to advocate for funding on behalf of our community to implement the key directions within this plan.

This plan aims to improve safety outcomes for all road users including people using motor vehicles, pedestrians and cyclists as well as our workers who build and look after our transport infrastructure.



## AIM: SAFE Roads SAFE Speeds SAFE People SAFE Webicles



Figure 3.1 Integrated Planning and Reporting Framework for NSW Councils

# Turning this plan into action

In NSW, Councils are required to develop community strategic plans for their community consistent with the principles of Integrated Planning and Reporting. Following extensive community engagement Eurobodalla Shire Council developed One Community – Eurobodalla Community Strategic Plan 2017, which strives to develop a friendly, responsible, thriving and proud community.

Our community strategic plan incorporates key aspects including providing a 'Connected and Accessible Places' with the goal that 'our integrated accessible transport system grows to ensure social and economic needs are met now and into the future'.

Council's strategies are developed into action plans through inclusion of specific items in Council's Resourcing Strategy, Delivery Program and Operational Plan. Council has incorporated key items within its own Delivery Program 2017-21 and Operational Plan 2019-20 relevant to improving road safety (see table 3.1 opposite).

The recommendations of this revised road safety plan will be fed into Council's Delivery Program and Operational Plan via the resourcing strategy (asset management strategy, workforce strategy, long term financial plan).

These inclusions reflect that Eurobodalla Shire Council is a roads authority and therefore has a responsibility under the Local Government Act 1993, Roads Act 1993 and Civil Liability Act 2002, to contribute positively to providing a safe and efficient transport network within the financial constraints placed upon it. Councils right across Australia face similar challenges in addressing road related trauma in an environment where funding is insufficient to maintain and upgrade the existing road network. The recent review of the National Road Safety Strategy called on the Australian Government to provide \$3B specifically for improving road safety outcomes. Council continues to work with partners to advocate for this recommendation to be implemented by the Australian Government.

The NSW Roads and Transport Directorate estimated the annual funding shortfall across NSW councils to be \$339 million per year (Road Asset Benchmarking Report 2017) just to maintain and renew road infrastructure. This excludes any provision to address existing network deficiencies, network capacity constraints or 'first mile' freight constraints. It also excludes the funding required to provide for challenges associated with rapidly changing technologies, increasing legislative burdens (such as environmental legislation, chain of responsibility legislation) or the future impacts of climate change.

Councils across NSW and Australia therefore remain heavily constrained and dependent on funding from the NSW and Australian Governments to maintain and upgrade the local road network. Our Delivery Program 2017-21 and Operational Plan 2019-20 reflect this challenging context.



This Road Safety Plan aims to better target specific areas of focus to meet the above objectives and ensure improved road safety outcomes are achieved.

Delivery Program 2017-21	Operational Plan 2019-20		
1.1 Work in partnership to ensure safety at home and within the community			
1.1.1 Collaborate with key partners to address issues of community safety	<b>1.1.1.2</b> Provide road safety programs and activities		
7.1 Work in partnership to provide an i	integrated transport network		
7.1.1 Advocate for improved transport links, services and infrastructure	<b>7.1.1.1</b> Partner with peak bodies to advocate for improved and on- going funding programs for local transport infrastructure		
	<b>7.1.1.2</b> Seek grant and other funding to sustain and improve the local and regional transport network		
7.2 Improve provision and linkages of	our pathway network		
7.2.1 Provide and enhance the	7.1.2.1 Provide a safe efficient and integrated transport network		
pathway network	7.1.2.3 Provide traffic management and transport planning		
	7.1.2.4 Coordinator Local Traffic Committee		
	<b>7.1.2.5</b> Investigate technology options to monitor and managed parking demand and compliance		
7.3 Explore and develop public transport options and systems			
7.3.1 Works in partnership to improve local and regional public transport	7.3.1.1 Advocate for improved public transport		
9.1 Provide strong leadership & work in partnership to strategically plan for the future and programs towards the community visionlinks			
9.1.1 Undertake sound, best practice	9.1.1.3 Review and update the resourcing strategy		
planning	<b>9.1.1.4</b> Undertake a review of capacity and functionality upgrades in the transport asset class		
	9.1.1.5 Revalue the transport assets		

Table 3.1 – Delivery Program 2017-21 and Operational Plan 2019-20

# The road safety challenge in Eurobodalla

#### Our Transport Network

The transport network across Eurobodalla includes the Princes Highway and Kings Highway. The responsibility for these highways rests with the NSW Government through Transport for NSW. The length of highway within Eurobodalla is 108km and 37km respectively.

Council performs the role of contractor to Transport for NSW on the Kings Highway from the Princes Highway to the top of the Clyde Mountain with funding provided through Transport for NSW for all works undertaken. Council has participated in the Kings Highway Road Safety Partnership since 2008 and played a significant role in influencing and delivering outcomes which has led to a significant reduction in crashes over the past decade.

Council has responsibility to build, renew and maintain its own transport network as outlined in Table 4.1 below. This excludes the extensive unsealed road network maintained by the Forest NSW, National Parks and local landowners.

Hierarchy of Road	Length (km)	Percentage of Network (%)
Regional Road	57.6	5.75
Distributor	33.5	3.3
Collector	107.9	10.8
Local	310.9	31.0
Local Access	82.5	8.2
Unsealed roads	410.6	40.95
Total network (%)	1,003	100%

Table 4.1 – Local and Regional Road Network maintained by Council

Council is taking a whole of network and route approach, rather than an individual project approach. This means that every effort is being made to pursue works that progressively deliver against the strategic purpose of each route within the transport network, looking to the future need, whilst trying to address more immediate issues.

Council has priority based programs in place to address deficiencies across the network left as a legacy from times when standards of infrastructure provision were much lower. This includes streets without appropriate stormwater drainage, road pavements or pathways and low standard rural roads.

Council has developed a specific strategy for the provision of pathways on its busier roads with a key focus being to improve road safety, linkages and integration with public transport. This strategy can be found at www.esc.nsw.gov.au/inside-council/community-andfuture-planning/strategies/shared-path-strategy

Council is also experiencing significant growth, particularly in the northern part of Eurobodalla. This is leading to significantly increased traffic volumes on our busier roads. The network has been assessed taking account of the anticipated growth from development and visitation with future projects identified to address road capacity and intersection upgrades as funding becomes available. This work will be incorporated into the next iteration of the Transport Asset Management Plan, Asset Management Strategy and Resourcing Strategy, and is already being used to drive grant funding applications.

#### Types of crashes

Our team has worked with governments, government agencies, stakeholders and community to proactively reduce injuries and fatalities. This has seen a significant reduction in injury crashes from 129 in 2011 to 85 in 2017. Over the same period serious injury crashes reduced from 42 to 31 although this fluctuates and has been as high as 51 within the same period.

Sadly, we continue to experience a number of road related fatalities with an average of three per year over the same period with about one third of these occurring on our local and regional roads.

The following information provides a high level insight into the road safety challenges within Eurobodalla.

### Crashes history in Eurobodalla 2011-2017:

### **Fatalities**



14 of these on the Princes Highway (9) and Kings Highway (5)

### **Injury crashes**



369 of these on the Princes Highway (246) and Kings Highway (123)

### Reduced injury crashes



from 129 in 2011 to 85 in 2017 across Eurobodalla



### **Total Number of Reported Crashes by Severity**

Comparison for Eurobodalla 2011-2017



Figure 4.2.1 Total number of reported crashes by severity 2011-2017 for Eurobodalla. (Source: Transport for NSW)



FACT.

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- The worst section of road in Eurobodalla remains the Princes Highway in the 4.4km immediately south of Cranbrook Road Batemans Bay with a crash rate of more than 20 times similar highways in NSW, known locally as the 'mad-mile' due to its reputation.
- The best improvement has occurred on the Kings Highway with casualty crashes between the top of the Clyde Mountain to Batemans Bay reducing by a remarkable 72% from 39 in 2011 to 12 in 2017. This is despite significant growth in traffic on the Kings Highway over this period. Sadly, there were however 2 fatalities on the Kings in 2017 within Eurobodalla.
- 369 casualty crashes or 49.6% of all casualty crashes in Eurobodalla occurred on the Princes Highway and Kings Highway.
- Of the 376 casualty crashes occurring on local, regional and other roads, 152 or 46.9% of these occurred on 9% of the Council network, being the busier regional and distributor road.
- Council roads with the worst injury crash record in Eurobodalla were Beach Road (Batemans Bay to Batehaven 61 crashes), George Bass Drive (32 of the 45 injury crashes on George Bass Drive crashes between Surf Beach to Tomakin), Dunns Creek Road (11) and Tomakin Road (13). This represents almost 36% of injury crashes and fatalities on local road and regional roads between 2011-2017. These same roads will experience the most growth in traffic over the next ten years and therefore must continue to be a priority for attention.
- Only 6.6% of casualties occurred on unsealed roads despite these roads making up 41% of the local road network looked after by Council.
- The most common road user movement for all crashes was off road, on curve or turning on the Princes Highway 34%, on the Kings Highway 74% and on Council roads 29%.
- About 18% of all crashes were off road on a straight.
- Off road into a roadside hazard featured in 28.1% of all crashes on roads in Eurobodalla.
- Speed 51% of all casualty crashes occurred on roads with a speed limit of 70km/hr or less, with 42% of casualty crashes on roads with a speed limit of 60km/hr or less, and 25% being on roads with a speed limit of less than 50km/hr.

### Casualty crashes by road hierarchy 2011-2017







# FACT: Causal factors of crashes: speed 72%, fatigue 17% and alcohol 9%

- Local people were involved in 63% of all crashes.
- 15% of people involved in all crashes had a place of residence from the ACT, other states or overseas.
- Almost a quarter of vehicle controllers involved in all crashes were under 25 years old (compared to the next ten-year age bracket of 40-49 year olds at 15.4%).
- Type of vehicle involved in all crashes: cars 66%, light trucks, heavy trucks or buses 22.5%, motorcycles 7.4%, pedestrians 2.2%, and cyclists 1.5%
- Vulnerable road users make up 5.5% of all casualties (pedestrians 3.1% and cyclists 2.4%) due to the higher severity of impact.
- Results of inspections of baby capsules at Eurobodalla community child seat inspection opportunities showed 85% were fitted correctly compared to two in three car seats not being properly fitted and used in NSW.
- The most common primary behavioural factors involved in all crashes were speed 72%, fatigue 17% and alcohol 9%.
- 222 or 21.4% of all casualties were passengers in a vehicle driven by another person.
- The overall trend for casualty crashes in Eurobodalla is positively downward whilst the number of fatalities remains steady at an average of three per year.

The analysis of the crash data demonstrates the effectiveness of the safe systems and strategic asset management approach being used in Eurobodalla in reducing road crashes and related trauma.

Despite this, the extent of road related trauma remains at unacceptable levels and the impacts on our community are unacceptable from both a social and economic perspective. This plan details the actions to be pursued over the 2019-22 period by Council using a safe systems approach.

## Percentage known contributing factors 2011-2017



## Number of casualties by user group 2011 -2017



AIM: Road safety is a shared responsibility. We all need to make decisions with safety in mind.

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## Saving lives – a safe system approach

The Eurobodalla Road Safety Plan adopts the internationally recognised Safe Systems approach. This holistic approach aligns with both the National and NSW Road Safety Strategies and seeks to move us toward Safe Roads, Safe Speeds, Safe Vehicles and Safe People. The approach considers the following key principles.

Eurobodalla Shire Council continues to pursue a Safe Systems approach to road safety, and is determined to work toward the ultimate goal of zero deaths by 2056 and to further reduce injuries on our roads over the period of this 2019-22 plan. We recognise that adapting our local and regional transport network toward this safe system will only be achieved with the support of grant funding from the NSW and Australian Governments.

We also recognise that many aspects of the safe system fall to the NSW and Australian Government and are beyond our direct control. This plan however focuses on the key aspects we can take action on as Council to continue to make a positive difference to our community. Human body has physical limits to withstand the impact of a crash.



People sometimes make mistakes – but this shouldn't cost life.

Roads, roadsides, travel speeds and vehicles need to be designed to help avoid a crash or reduce the impact of a crash if it happens.

Road safety is a shared responsibility. We all need to make decisions with safety in mind.



FACT:

If you are involved in a crash, vehicle speed along with the safety features of the road and your vehicle will determine whether you survive.

#### Safe Roads

Safe roads are designed and built to be more forgiving and account for human error and vulnerability.

In rural areas, roads need to be designed to allow people to move around safely, including features such as good road surface and skid resistance, sealed road shoulders, adequate clear zones, appropriate linemarking and delineation as well as protection from run off road and where appropriate head on crashes.

Council has been progressively addressing these issues as funding becomes available. Despite this, many existing rural roads still lack these fundamental road safety features. An ongoing program of progressive network improvement is needed to adapt the local and regional road network to provide a safe road environment, including addressing roadside hazards such as trees, culverts and drop-offs. Programs to adapt the network to include modern features such as improved linemarking (eg shoulder lines), wide centre-line treatments, audiotactile linemarking, improved delineation (particularly on curves) and protective fencing must be continued where funding can be achieved.

Urban roads move people and goods around more densely populated urban areas. These roads need to be adapted to reduce conflict between vehicles and vulnerable road users and provide a lower speed environment. Works are progressing in a strategic way including significant progress in the implementation of the adopted Eurobodalla Pathways Strategy 2017 and adaptation to improve pedestrian and cycling safety.

Intersections are noted locations for crashes. Appropriate intersection treatment is required to reduce crashes, such as that undertaken recently with the assistance of Australian Government funding at the George Bass Drive and Tomakin Road intersection.

Restricting the number of property accesses and right turns, particularly on busier roads, is also an effective strategy to reduce road crashes. Examples of this type of action include provision of the central median on Beach Road and clustering of driveways on Tomakin Road with appropriate intersection treatments.

### Safe Speeds

The speed in which a person has been impacted determines survivability. This is especially true for vulnerable road users such as pedestrians, motorcyclists and cyclists, children and older people in urban areas. This is why creating urban environments with lower actual vehicle speeds is important to creating a safer environment. Features have already been incorporated into high use areas such as Orient Street Batemans Bay and Riverside Drive Narooma to modify the actual speed of travel to a slower urban environment to improve pedestrian safety.

Speed zoning is a separate matter and the remit of Transport for NSW to ensure consistency of application across the State. This must be applied in a practical and consistent manner, differentiating urban spaces from those roads required to efficiently move goods and people. It is recognised that artificially low speed zones in areas of low enforcement are an ineffective road safety measure.

If you are involved in a crash, vehicle speed along with the safety features of the road and your vehicle will determine whether you survive.

#### Safe Vehicles

Well-designed vehicles with advanced safety features can help prevent crashes and help absorb and reduce the forces of impact on occupants and other road users if a crash occurs. When crash forces are reduced, there is lower risk of death or serious injury. This includes features designed into vehicles, such as air bags, electronic stability control (ESC), autonomous emergency braking (AEB), lane departure warning (LDW) and lane keeping assist (LKA), adaptive cruise control (ACC) and fatigue warning systems. Other related safety features include equipment like helmets, child restraints and motorcycle rider clothing.

Council needs to demonstrate leadership within the community as a responsible employer, by continuing to adapt its own fleet to newer technology to significantly reduce road related trauma to its employees and other road users interacting with our fleet.

Of those killed in cars across NSW, about 40% were in cars older than 15 years whilst only 15% were in cars less than 5 years old.

#### Safe People

From the day we leave hospital in a safety capsule through to school, adulthood and older age we need to have the knowledge, skills, attitude and information to make safe choice on our roads. Speed is a factor in the majority of crashes yet how fast you travel is within the control of every driver and rider.

Council supports the Local Government Road Safety Officer program in a co-funded arrangement with Transport for NSW. Our road safety education programs target our local context whilst aligning with key universal campaigns. These education programs are only possible due to the Road Safety Officer position and are undertaken in partnership with other agencies such as Transport for NSW, Police, and Ambulance, other Councils and the community. The Kings Highway Road Safety Partnership is an example of an effective multi agency partnership aimed at reducing crashes within Eurobodalla and our region.

Council does not undertake road safety education within schools. This remains the responsibility of the Department of Education, Transport for NSW and the NSW Police.

Council also needs skilled professionals and workers to ensure the safe systems can be identified and applied on an ongoing basis. Noting the significant skills shortage of qualified engineers and technical staff across Australia, combined with the high rate of retirement expected over the next ten years, Council should continue to take proactive action to address training and succession planning as part of its own Workforce Strategy. Council should also continue to advocate to other Councils and levels of government to build capacity across the sector both directly and through professional bodies such as IPWEA NSW to ensure a skilled workforce is available across the sector. These education programs are only possible due to the Road Safety Officer position and are undertaken in partnership with other agencies such as Transport for NSW, Police, and Ambulance, other Councils and the community."



### Actions to save lives

We will continue to take a Safe Systems approach to reducing road related trauma. The major challenges to driving road related trauma include:

- i) Competing demands for limited Council funds within a rate pegged environment. This is significantly impacting Council's ability to fund the diverse needs of the community. In 2019-20, Council was forced to limit the increase in maintenance budgets to 1.5% well below the rate peg amount of 2.7% and the real cost of undertaking work. In addition to this, the size of the sealed road and pathway network increased by 0.9% and 5.5% respectively. Council will need to give further consideration to ensuring sufficient funding is provided to inspect and maintain the transport network including addressing defects in the network.
- Existing deficiencies within the road network such as poor road alignment, lack of appropriate intersection treatments, roadside hazards, inadequate lane width, lack of protective fencing, lower standard linemarking, delineation and signposting.
- Growth and increasing visitation are driving up traffic volumes, and seeing drivers take trips into more remote areas via our unsealed road network. Unless works are undertaken to provide a safer road network, it is highly likely that the number of crashes will increase.
- iv) Ensuring developers provide appropriate public infrastructure when undertaking subdivisions or developments to provide for the safety of the community.

We have therefore developed integrated approach to transport infrastructure whereby improvement works on our road and pathway network contribute to delivering a safer future for our community. New works delivered by Council incorporate a Safer by Design consideration to ensure appropriate safety features are progressively incorporated into the network.

Leadership is also been shown through the strategic re-use of fill materials and the integration of multiple works to provide more cost effective solutions. Examples of this include:

- recycling road pavement materials to build the shared pathway parallel to the Moruya airport connecting the North Head campground to Broulee
- re-use of materials from roadworks in Narooma to remove drop-offs on Potato Point Road
- re-use of materials from works Batemans Bay to remove road drop-offs on Broulee Road

We have also provided developers with appropriate guidelines for the provision of public infrastructure. However, these should be reviewed in the short term to take account of the rapidly changing road safety techniques now evolving.

There are also a range of outcomes where additional education and/or enforcement are required to mitigate road crashes including:

- i) Younger drivers remain over-represented in our crash statistics
- ii) Ageing population increasing vulnerability
- iii) Changing technology such regular use of mobile phones is particularly problematic
- iv) Increasing use of alcohol and illicit drugs within the local community
- v) Driver fatigue, including local people driving close to home
- vi) Increasing numbers of pedestrians and cyclists on our road network

Our priority actions are outlined in the tables on the following pages under each of the Safe System areas.

### 6.1 Safe Roads - Actions we will take to save lives

Aim	Action	Priority
6.1.1	Advocate to and work with Transport for NSW for the completion of the \$30m upgrade to the Princes Highway at South Batemans Bay incorporating connection to Glenella Road (Sth BBay Link Road) by Transport for NSW	High
6.1.2	Proactively maintain local and regional roads and pathway networks within the financial constraints set by Council and in accord with Local & Regional Roads Risk Management Policy	High
6.1.3	Fund Council's long term financial plan, delivery program and operational plan to achieve a Maintenance Ratio of 100%, including provision for growth of assets and the actual increase in cost of undertaking work	High
6.1.4	Continue to provide an annual program of gravel resheeting to the unsealed road network that meets a Renewal Ratio of 100%, incorporating minor road safety improvements, where practicable and affordable	High
6.1.5	Progressively reconstruct and seal the unsealed roads covered by the Section 94 Rural Roads Plan and Congo Road south to the rural road standard on a priority basis	High
6.1.6	Continue to provide an annual resurfacing program to sealed roads that meets a Renewal Ratio of 100% (allowing for the increasing size of the road assets) to reduce defects and ensure appropriate skid resistance	High
6.1.7	Continue to reconstruct ageing urban roads taking account of road safety outcomes and integration of the pathways program	High
6.1.8	Prioritise renewal of existing road pavements with consideration to road safety benefits and incorporation of works to achieve final route planning, where practicable and affordable	High
6.1.9	Divert part of the FAGS – Roads Component currently used for sealing gravel roads to meet the upgrading of the sealed road network to meet future capacity needs and provide road safety improvements	High
6.1.10	Develop route upgrade plans for all regional and distributor roads commencing with Beach Road, George Bass Drive, Tomakin Road, Dunns Creek Road and North Head Drive and pursue grant funding to implement	High
6.1.11	Complete road safety improvement upgrades on Dunns Creek Road (funded)	High
6.1.12	Undertake road safety reviews of all rural and regional sealed roads to identify and prioritise progressive network improvements (commenced)	High
6.1.13	Continue to pursue grant funding for road safety and capacity improvements to major roads that contribute to achieving network and route planning outcomes	High
6.1.14	Progressively undertake mass action treatments to remove roadside hazards and provide safer routes including, where appropriate, provision of wide sealed shoulders and centreline treatments	High
6.1.15	Continue to integrate projects taking a network approach to make use of recycled materials to progressively remove road drop-offs to create a safer road network for road users and road workers	High

Aim	Action	Priority
6.1.16	Complete the upgrade of the George Bass Drive Tomakin Road intersection including provision of a roundabout, basic right turn treatments to driveways, protective fencing, final surfacing and delineation (with a wide centreline treatment on Tomakin Rd) (funded)	High
6.1.17	Complete upgrade of Beach Road between Orient Street and Princes Highway including dedicated turning capacity and integrated pathway networks (funded)	High
6.1.18	Complete the reconstruction of Eurobodalla Road (south of Sutcliffe Street) including provision of a new pathway to separate pedestrians from trucks and other vehicles (funded)	High
6.1.19	Complete a continuous median island on Beach Road between Herarde Street and Country Club Drive to prevent right turn manoeuvres (part funded)	High
6.1.20	Complete duplication of George Bass Drive from Glenella Road to Sunshine Bay Road (to be funded from arterial roads Section 94 funds)	High
6.1.21	Design an intersection upgrade at the Beach Road intersections with Pacific Street and Herarde Street including incorporation of dedicated right turn bays and pedestrian facilities via traffic lights. Design funded. Pursue grant funding for construction.	High
6.1.22	Complete a continuous median island on Beach Road between Pacific Street and Flora Crescent to prevent right turn manoeuvres	Medium
6.1.23	Undertake detailed designs for George Bass Drive including the realignment of Grandfathers Gully bends, Carramar Drive intersection, Baringa Crescent to Link Road, Sylvan Street to Waroo Crescent. Pursue grant funding.	High
6.1.24	Implement a median to prevent right turns off and onto George Bass Drive from Mulgowrie Street and Nurla Avenue	High
6.1.25	Undertake detailed designs for the George Bass Drive/Calga Road intersection upgrade. Pursue grant funding.	Medium to high
6.1.26	Leverage Council funding to accelerate progressive implementation of the Eurobodalla Pathways Strategy 2017	High to medium
6.1.27	Pursue funding to implement the Moruya CBD pedestrian activation plan	High
6.1.28	Develop plans for and pursue funding to implement the Batemans Bay CBD pedestrian activation plan	Medium
6.1.29	Develop detailed designs for the Tomakin Road/Charles Street, Mogo roundabout and pursue grant funding	High to medium
6.1.30	Update the strategic traffic model for the northern section of Eurobodalla in association with the completion of the South Batemans Bay Link Road (Transport for NSW to fund)	Medium
6.1.31	Review subdivision guidelines to ensure adequate provision for road safety within all new developments, including the way these developments interface with the existing road network	High

Aim	Action	Priority
6.1.32	Develop access strategies for development on all regional and distributor roads, where practicable minimising individual accesses and right turn manoeuvres, and making provision for appropriate intersection treatments	High
6.1.33	Advocate for the progressive upgrading of the Kings Highway incorporating detailed engineering planning to establish the future route alignment and avoid conflicts with known future developments	High
6.1.34	Collaborate with Transport for NSW and John Holland throughout the Batemans Bay bridge project to ensure a safe local and regional road network in Batemans Bay CBD and North Batemans Bay	High
6.1.35	Advocate to the owners of the Village Centre and Transport for NSW for the provision of a new exit/entry from the Princes Highway to the underground car park under the Village Centre	Medium
6.1.36	Advocate for Transport for NSW to provide for a shared pathway along the Princes Highway from Lincoln Downs Motel North Batemans Bay to Mackay Park Batemans Bay	High
6.1.37	Advocate for the upgrade of the Princes Highway through the townships of Mogo, Bodalla and Narooma (Riverside Drive and Field Street intersections) including for provision of additional pedestrian facilities	High
6.1.38	Collaborate with Transport for NSW to effectively plan for the Moruya by-pass, including ensuring Transport for NSW engage with the community and business chamber	Medium
6.1.39	Advocate for the upgrade of the Princes Highway including provision of four through lanes between Long Beach and Mogo as part of the Princes Highway duplication plan	Medium

Aim	Action	Priority
6.2.1	Develop and undertake education programs to support appropriate behaviours through all road worksites on local and State highways in Eurobodalla to reinforce worker safety	High
6.2.2	Ensure appropriate worksite speed management is in place for all Council worksites, including where necessary, working with the NSW Police to ensure enforcement	High
6.2.3	Advocate to the NSW Roads & Transport Directorate and Transport for NSW for the adoption of lower worksite speed zones to improve worker safety consistent with NZ practice (ie 30, 50 & 70km/hr speed zones)	High
6.2.4	Advocate to Transport for NSW to implement 30km/hr speed zones in Moruya CBD and Batemans Bay CBD including where necessary grant funding to implement speed control measures	High
6.2.5	Progressively implement additional speed management controls within Moruya CBD east to reduce the actual speed of travel and improve pedestrian movement	High
6.2.6	Implement additional speed management within Clyde Street Batemans Bay in conjunction with the new Batemans Bay bridge project (to be funded by Transport for NSW)	High
6.2.7	Develop a plan to reduce actual speed of travel and improved pedestrian movement within Batemans Bay CBD south	Medium
6.2.8	Design and implement local area traffic management on Riverside Drive Narooma in association with pavement rehabilitation works at the Riverside Drive/Burrawang Street intersection	High
6.2.9	Design, pursue funding for and implement local area traffic management on Heron Road, Catalina to align with the opening of the South Batemans Bay Link Road connection with the Princes Highway	Medium
6.2.10	Design all new subdivisions to ensure the actual speed of travel is appropriate to the urban residential context	High
6.2.11	Advocate to Transport for NSW to implement a new lower general speed limit on all unsealed roads in Eurobodalla	Medium

#### 6.2 Safe Speeds – actions we will take to save lives

#### 6.3 Safe Vehicles – actions we will take to save lives

Aim	Action	Priority
6.3.1	Demonstrate leadership through the purchase of 5 Star ANCAP rated passenger vehicles and 4 Star ANCAP commercial vehicles with the inclusion of vehicle safety features such as air bags, electronic stability control (ESC), autonomous emergency braking (AEB), lane departure warning (LDW) and lane keeping assist (LKA), adaptive cruise control (ACC) and fatigue warning systems	High
6.3.2	Ensure hard wiring of lights on in all vehicles	High
6.3.3	Lead and complete internal review on Chain of Responsibility for internal stakeholders and Council contractors regarding fleet vehicles and fleet management	High
6.3.4	Build Chain of Responsibility provisions into all new contracts for all works for Council	High
6.3.5	Undertake local education programs on the benefits of newer vehicle technology working in partnership with local car dealers	Medium

Aim	Action	Priority
6.4.1	Support the Local Government Road Safety Officer Program (DPOP 1.1.1) in a co-funded arrangement with Transport for NSW to identify and address local road safety issues	High
6.4.2	Develop and undertake education programs to target behaviours representing primary causal factors in local crashes including speeding, alcohol and fatigue	High
6.4.3	Promote and encourage greater understanding of shared use of roads by all road users including pedestrians and cyclist	High
6.4.4	Kings Highway Road Safety Partnership, continued to strengthen the partnership between Council, NSW Police, Australian Federal Police and Local Government Agencies including Queanbeyan Palerang Regional Council and ACT Government	High
6.4.5	Eurobodalla Seniors Expo – expo to showcase road safety to senior drivers and their families, in particular older drivers, supported by driving schools and medical professionals	High
6.4.6	Look Out Before You Step Out – Pedestrian Safety in Batemans Bay, encourage all pedestrians to look before crossing the road at key crossing points in the Batemans Bay CBD	High
6.4.7	Motorcycle education for those who are new to riding and those who are returning as a leisure activity	High
6.4.8	War on Waste – a fatigue project masquerading as a sustainability and tourism/economic development project by capitalising on the popular 'war on waste' movement promoting cafes, hotels and motels to stop and rest. Particularly during the summer months along the coast and main roadways to the coast. Run in partnership with other councils, including Shoalhaven City Council and Goulburn Mulwaree Council	High
6.4.9	A Metre Matters – community cycling education on George Bass Drive supporting Centre for Road Safety messages on state wide gantry VMS	High
6.4.10	Continue to liaise with community during festivals including Red Hot Summer Tour, Granite Town, Toddler and Baby Expo and NAIDOC Week celebrations to promote responsible behaviours	High
6.4.11	Continue to develop Council's workforce capacity specific to road safety and traffic engineering	High
6.4.12	Support and advocate the outcomes of the NSW Road Congress Communique (as per Council's resolution)	High

### 6.4 Safe People – actions we will take to save lives

### References

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NSW Bureau of Crime Statistics and Research

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Eurobodalla Shire Council staff Focus Groups

### Appendix A – Eurobodalla Shire road statistics

Our road safety challenges in Eurobodalla are outlined in Section 4.2 of this plan.

The following graphs provide additional information relating to crashes across Eurobodalla in the period 2011-2017.

### All casualties by road hierarchy

2011-2017



Figure A.1 – Number of all casualties by road hierarchy 2011-2017



2011-2017



Figure A.2 – All fatal crashes by road hierarchy 2011- 2017

### Posted Speed Limit - Casualty Crashes

2011-2017 Comparison for Eurobodalla



Figure A.3 – Number of all casualty crashes in various speed limits (Note: the speed zones on specific lengths of road have changed over the period)

### **Crash and casualties by year of crash in Eurobodalla** 2011-2017

Fatal Serious Injury Moderate Injury Minor/Other Injury Uncategoriesed Injury ■ Non-Caualty 

Figure A.4 – Number of all casualty crashes by year in Eurobodalla

(Source; Roads and Maritime Services, New South Wales) Note that from 2011 onwards reporting of type of casualty changed from injury crashes and non-injury crashes to degree of injury of crashes.



Number of Fatalities by year 2011-2017

Figure A.5 Number of Fatalities by year 2011 - 2017

#### Road user movement for crashes on Council roads

2011-2017



Figure A.6 – Number of all crashes by vehicle user movement on Council roads 2011-2017

### **Road user movement on Kings Highway crashes** 2011-2017



Figure A.7 – Number of all crashes by vehicle user movement on Kings Highway 2011-2017

### Road user movement on Princes Highway crashes

2011-2017



Figure A.8 – Number of all crashes by vehicle user movement on Princes Highway 2011-2017



### **Residential Address of Driver/Rider**

Figure A.9 – Residential address of driver/rider in all crashes 2011-2017



#### Licence Status of driver involved in all reported crashes

2011-2017 by percentage

Figure A.10 – Percentage of license type of drivers in all crashes 2011-2017 Note the number of unknown licence status increased from 2015 when self-reporting was introduced.

### **Controllers Age Group - Casualty Crashes**

2011-2017 Comparison for Eurobodalla



Figure A.11 – Number by age of driver/rider involved all crashes 2011-2017

#### **Known Contributing Factors**

2011-2017 Comparison for Eurobodalla



Figure A.12 – Number of crashes by contributing factors 2011-2017

#### **Known Contributing Factors**

2011-2017 Comparison for Eurobodalla



Figure A.13 – Number of units involved in all crashes 2011-2017

### All Casualties by User Group

Comparison 2011-2017 in the Eurobodalla



Figure A.14 – Number of all crashes by user group 2011-17



www.esc.nsw.gov.au