

2025–2028 Eurobodalla Road Safety Plan



Acknowledgement of Country

Eurobodalla Shire 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. Eurobodalla Shire Council acknowledges the Traditional Owners of the land in which we live. Council pays respect to Elders past, present and aspiring. We are on Yuin Country.

Access to information

The best way to find out information about Council is to read our news on the website, subscribe to our monthly enewsletters, follow us on Facebook, Instagram and LinkedIn, and read the Living in Eurobodalla residents' newsletter each quarter. You can also read the Council Meeting agenda papers online or by dropping into a library in Narooma, Moruya or Batemans Bay, watch the Council Meeting livestream, participate in the meeting by attending Public Access or Public Forum, or attend a Councillor Catch Up. Our Customer Service Centre in Moruya welcomes community members every weekday to provide access to information and answer questions.

How to contact us

In person	Customer Service Centre 89 Vulcan Street, Moruya Monday to Friday, 8.30am to 4.30pm
Phone	02 4474 1000 For after-hours emergencies call 1800 755 760
Mail	PO Box 99, Moruya NSW 2537
Email	council@esc.nsw.gov.au
Web	www.esc.nsw.gov.au
Councillors	See contact details on our website

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Fact:

46% of all casualty crashes within Eurobodalla occurred on the state-owned highways, being Princes and Kings Highway.

Source – Transport for NSW. Safe System Analytics

Mayor's message

Our Eurobodalla Road Safety Plan for 2025-2028 is all about making our roads safer for everyone, including the 1.6 million visitors we welcome each year. The impact of road trauma is huge, costing over \$30 billion across Australia and \$9 billion in NSW every year.

We're taking a comprehensive approach to road safety through the implementation of a safe system approach – this means focusing on safer roads, safer people, safer vehicles, safer speeds. We've been actively pushing for better funding from both the NSW and Australian Governments to improve our local and regional roads.

It's crucial that we keep working together with these governments and our community to reduce road fatalities and injuries. This plan lays out steps to ensure everyone's safety, whether you're walking, riding, or driving. It includes specific actions to create a safer road network and educate our community on safer behaviours. We're also committed to upgrading our fleet to safer vehicles and working with the NSW Government on setting appropriate speed limits.

Nearly half of the crashes happen on the Kings and Princes Highways, so we're all for continuous upgrades to these roads. Addressing high-risk areas with progressive improvements will help us stay ahead of the growing population and tourism.

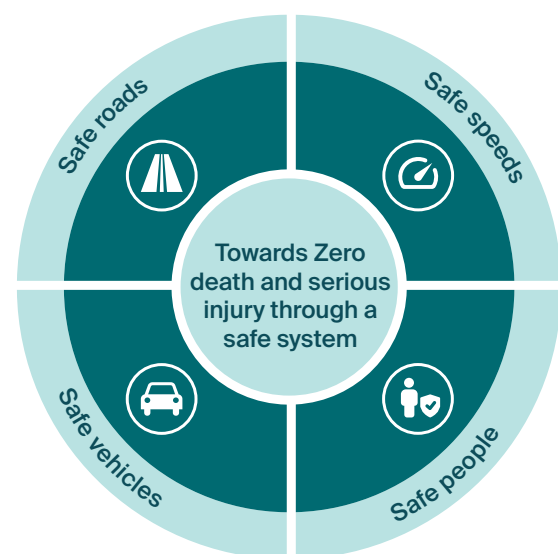
Our partnerships with Transport for NSW and NSW Police have already made a big difference on the Kings Highway, but there's still more to do. We'll keep investing in our transport network and seeking grants to boost road safety.

We proudly present this plan to our community and look forward to working together for a safer future.

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 network safer, but it is well known that Council alone doesn't have the funds it needs, so therefore we rely on grants from the State and Federal Governments.

Acknowledgement of various government funding programs:

- Fixing Local Roads Program
- Regional and Local Roads Repair Programs
- Fixing Country Bridges Program
- Towards Zero Safer Roads Program
- Local Government Road Safety Program
- Australian Governments Roads to Recovery Program
- Black Spot Program
- Safer Local Roads and Infrastructure Program
- Federal Assistance grants (roads component) provided by the Australian Government.



Towards Zero, Safe System approach – Transport for NSW

Our plan at a glance

Local Governments are responsible for over 75% of Australia's roads and this figure for our Shire is 64%. Our plan is designed to support the safe system approach for Eurobodalla Shire Council's 1023.7km owned and maintained road network, of which 57.44km are regional roads. This plan also helps to guide our advocacy and partnership with other agencies and Road Network Owners who are also responsible for roads within Eurobodalla.

The safe system approach to road safety is safe roads, safe people, safe speeds, and safe vehicles.

We accept our responsibility for the local and regional road network while highlighting our 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 proactively pursue grant funding (in line with our Grants Strategy 2024-28), 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 \$30 billion and \$9 billion each year in Australia and NSW respectively but the human cost is far too high.

2018-2023 Road Trauma Snapshot



Australia
9,970 died
180,000 seriously injured



Eurobodalla
31 died and
130 seriously injured



Towards zero aims to
eliminate road fatalities and
serious injuries through a
safe system approach

Fact:

Almost half of all crashes* in Eurobodalla occurred in lower speed zones (70km/h and below).

*2018 – 2023 – 48% of all recorded crashes occurred in speed zones of 70km/hr or less
Source – Transport for NSW. Safe System Analytics



Aim:

To help position Australia to reach Vision Zero by 2050 we need change.

To meet this challenge, all tiers of government need to work together through a safe system approach.

National Road Safety Strategy 2021-2030



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 proactively pursuing and implementing strategic actions using the safe system approach to road safety. Our plan outlines the actions we can take as Council to move towards safer roads, safer people, safe vehicles and safe speeds, within the limits of our responsibilities.

Some key actions contained within this Road Safety Plan

- 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.
- Advocate to Transport for NSW for measures to reduce traffic congestion and improve traffic flow, while enhancing pedestrian safety throughout the Moruya CBD.
- 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.
- Continue to implement key actions within the Northern Area Transport Network Plan and pursue external funding where available in-line with Councils Grant Strategy 2024-28.
- Ensure that Council's annual budget for maintaining the service levels of Council's road network is adequate.
- Develop a Transport Network Plan for the southern area of the shire to cover all major transport routes (regional and distributor Roads) within the southern area of Eurobodalla Shire.



- Advocate for targeted intersection upgrades and progressive road safety improvements along the Princes Highway from Batemans Bay to Narooma (Including but not limited to Tomakin Road, Old Mossy Point Road, Broulee Road, Larrys Mountain Road, Bingie Road, Hector McWilliam Drive, Mitchells Ridge Road).
- Ensure appropriate worksite speed management is in place for all Council worksites, including where necessary, working with the NSW Police to ensure enforcement.
- Advocate to Transport for NSW to Batemans Bay CBD including where necessary grant funding to implement speed control measures, in consideration of the actions outlined in the Batemans Bay Masterplan.
- Advocate to Transport for NSW to implement a new lower general speed limit on all unsealed roads in Eurobodalla.
- Ensure Chain of Responsibility requirements are met for internal stakeholders and Council contractors regarding fleet vehicles and fleet management.
- 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.
- 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.

- Develop and undertake education programs to target behaviours representing primary causal factors in local crashes including speeding, alcohol and fatigue.
- Promote and encourage greater understanding of shared use of roads by all road users including pedestrians and cyclist.

All priority actions are outlined in the tables commencing on page 48 under each of the Safe System areas:

As with many councils across Australia, we recognise our efforts are constrained by available funding. We continue to advocate for and actively seek grant funding opportunities from the NSW and Australian governments in line with Council's Grants Strategy 2024-28 acknowledging that external funding is often required for infrastructure projects that Council would not otherwise be able to fund.

This plan identifies actions, in conjunction with specific Transport Network Plans such as our Transport Network Plan Northern Area 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. This will require whole of government collaboration and support from every member of our community. Road safety is a shared responsibility.

This Road Safety Plan will be further reviewed in 2028.

Fact:

Someone is killed or hospitalised every 50 minutes because of a crash on NSW roads.

Source – NSW Road Safety Action Plan 2026 courtesy of Transport for NSW



Fact:

Although around one third of the state's population lives in regional NSW, fatalities on regional roads account for approximately two thirds of the state's road trauma statistics.

Source – Transport for NSW. Centre for Road Safety



Setting the scene

The National Road Safety Strategy 2021-30 outlines Australia's goals for road safety in the coming years. It highlights the actions and aims to reduce fatalities by at least 50% and serious injuries by at least 30% by 2030. The Strategy maintains the focus on the Safe System approach and aims to enhance all parts of the road transport system through three main themes: safe roads, safe vehicles, and safe road use and acknowledges that road safety is everyone's responsibility.

An average of 1,200 people die on Australia's roads every year. Between 2018 to 2023, Australia saw over 9,970 fatalities and more than 180,000 serious injuries due to road-related trauma. Tragically 1,270 people were killed on Australia's roads in 2023, up from 1180 in 2022. This is an increase of 7.6 per cent. While the exact reasons may not be entirely clear, it's evident that more needs to be done to improve road safety. The financial impact of this trauma, which includes medical costs, lost work time, emergency services, and ongoing care for severely injured individuals, is estimated at \$30 billion annually.

The 2026 Road Safety Action Plan for New South Wales aims to make roads safer with specific goals such as, reducing road fatalities to half by 2030 and lowering serious injuries by 30% by 2030. These goals are part of a larger vision to reach zero deaths and serious injuries by 2050. The plan emphasises improving education and community involvement, upgrading road safety, and speeding up the use of safety features in cars. It also aligns with Future Transport 2056 NSW Government's transport planning strategy, which aims to ensure safety is designed into the transport network as NSW grows.

In New South Wales, from 2018 to 2023, there were 1,880 deaths and 96,082 serious injuries due to road-related incidents. The yearly economic impact of this trauma is around \$9 billion. In 2023 alone, 340 people died, which is an increase from 281 deaths in 2022.

Road safety remains a critical issue within the Eurobodalla shire, as we strive to create safer roads for all users. Our journey towards reducing road trauma has seen both challenges and progress and in 2023 we conducted a survey that revealed the community's awareness of an ongoing issue with road trauma in our local government area. The Eurobodalla Shire Council has developed a strategic plan to reduce road trauma, outlined in the Eurobodalla Road Safety Plan. This plan adopts a Safe System approach and aligns with broader state and national road safety strategies and plans.

In Eurobodalla, over the 2018 -2023 period, 685 crashes occurred resulting in 676 casualties, 31 people died and 130 people were seriously injured, 379 moderately injured and 136 experienced minor injuries from road-related trauma. In 2022, there were 81 reported injury crashes. This number decreased to 71 in 2023, representing a **12.35% reduction** over a 12-month period in injury crashes in the Eurobodalla.

Data shows that, when compared to state and national statistics, road trauma in Eurobodalla is on a downward trend. This achievement can be linked to several contributing factors such as public awareness and education, better road conditions and safer roads. Even though we are seeing a downward trend, the current level of trauma is unacceptable, and residents identify the need to continue to reduce road trauma. The Eurobodalla Road Safety Plan continues to build on the current works and continue addressing road trauma through a combination of safer roads, vehicles, speeds and people.

Annual fatalities

Between 1970 and 2021, annual road deaths fell from 3,685 to 1,116.

Vehicle fitments, education, safety infrastructure and laws contributed to reducing fatalities on Australian roads.

From 1950-1965
Fatalities and vehicle ownership were inconsistently recorded or estimated by jurisdictions. From 1965, standardised reporting was introduced

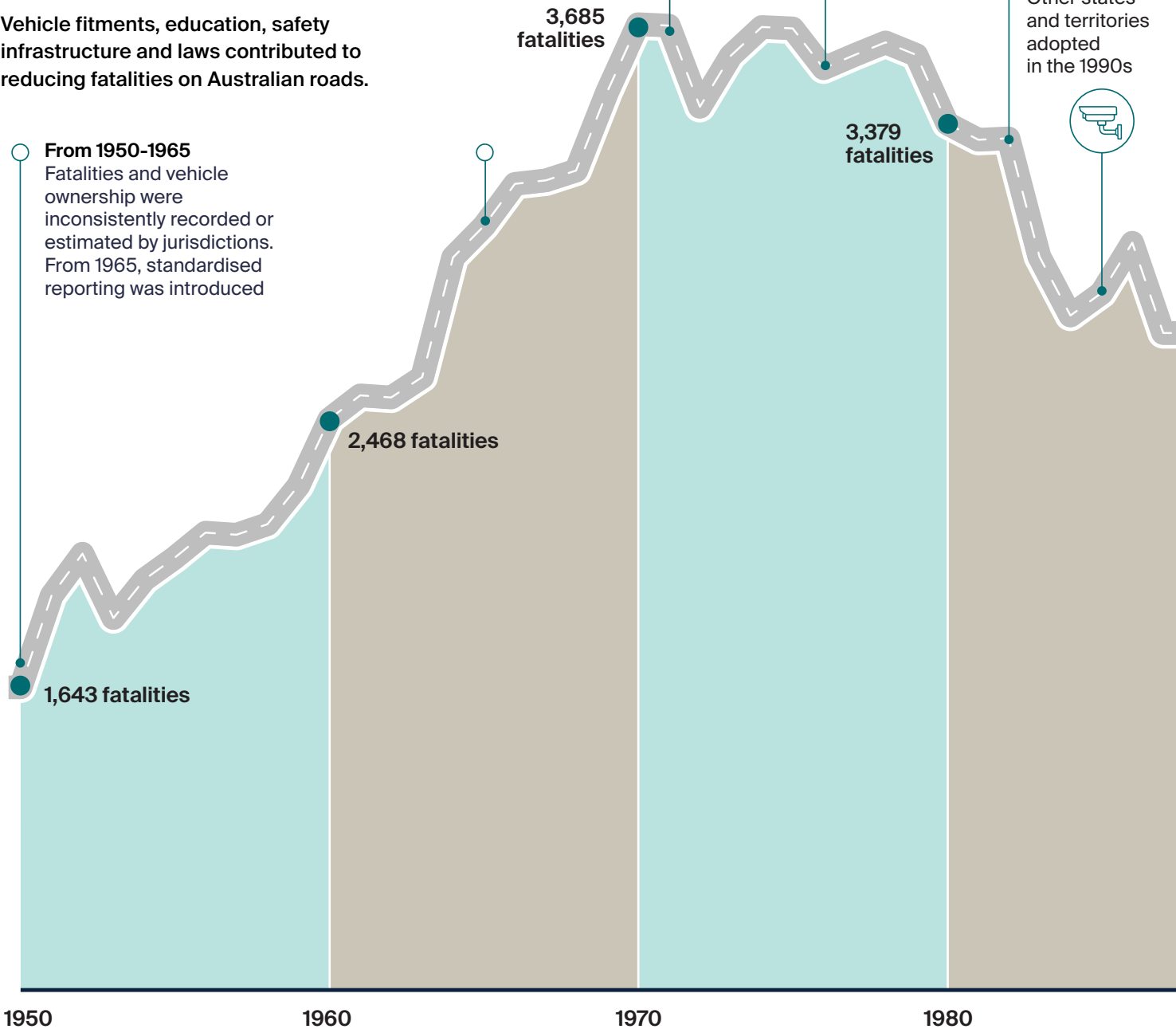
Random breath testing (RBT)
Introduced in Victoria in July 1976. Other states and territories adopted by 1988

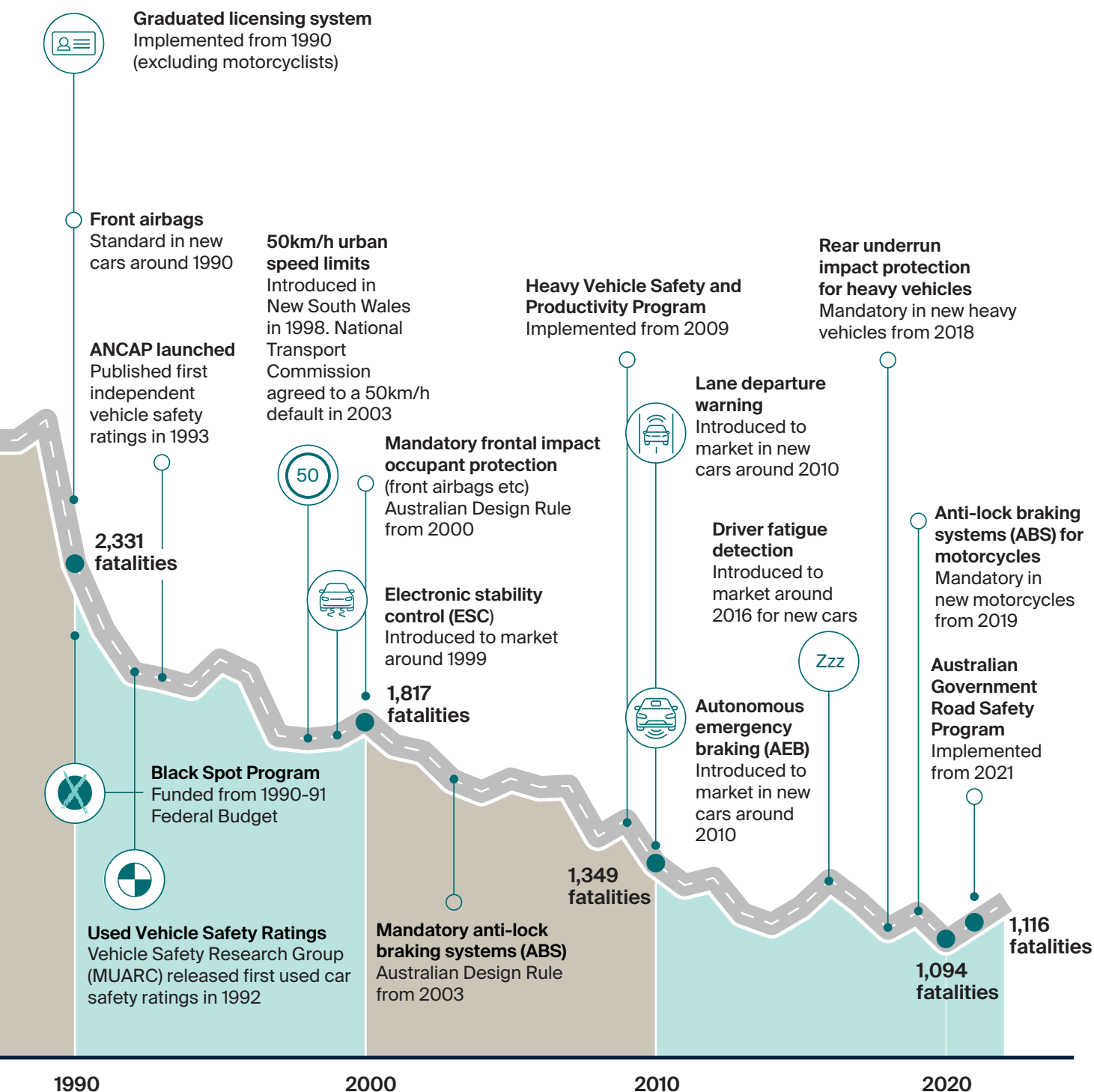
Seat belts
Mandatory on front seats from 1969, all seats from 1971

Anti-lock braking systems (ABS)
Introduced to market in the early 1980s

ABS

Mobile speed cameras
Introduced in Victoria in 1985. Other states and territories adopted in the 1990s

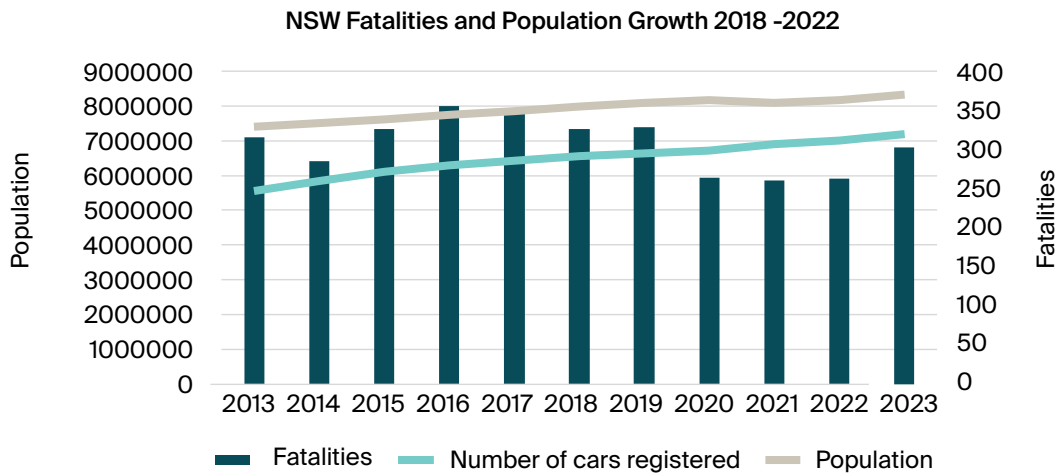




Annual Fatalities between 1970-2021 -Vehicle fitments, education, safety infrastructure and laws contributed to reducing fatalities on Australian roads. National Road Safety Annual Progress and Data Report 2023.

NSW crash severity and population growth 2018 - 2023

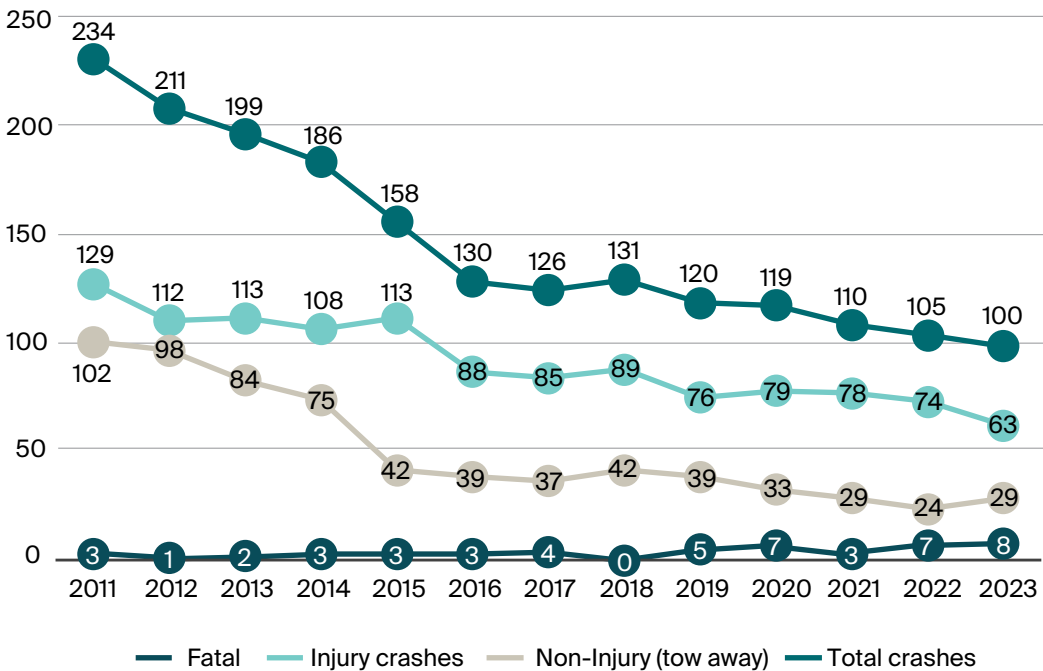
Fatality across NSW compared to Vehicle Registration & Population | Transport for NSW



Over 2013 -2023, NSW recorded steady growth in both population and vehicle registrations, while road fatalities have not followed the same trend with little growth over these 10 years.

Total number of reported crashes by severity within Eurobodalla

Comparison 2011 - 2023



While overall crashes are on a downward trend, fatal crashes persist.



NSW Local Government context

Local governments are responsible for over 75% of Australia's road network. Eurobodalla Shire Council is responsible for over 1023 kilometres of road network within the local government area.

The Eurobodalla Road Safety Plan 2025-2028 will endeavour to show the way on how to continue to reduce road trauma on our road network. Eurobodalla Council aims to achieve this while working with the federal and state governments.

State

NSW Government through their 2026 Road Safety Action Plan aim to deliver their vision and targets to achieve zero road trauma by 2050 and reduce fatalities by 50% (< and equal to: 164 fatalities by 2030) and reduce serious injuries by 30% (< and equal to 7796 serious injuries by 2030) by:

- Delivering through partnerships and collaboration.
- Road safety partnerships play a critical role in delivering safety benefits for all road users on a wide scale, allowing for shared conversations with the wider community at grassroots level and beyond.
- Working with Local Government and Local Government Road Safety Plan.

Local

Eurobodalla Shire Council is responsible for managing the local and regional road network under the Roads Act 1993. They have a Local and Regional Roads Risk Management Policy 2022 that outlines their duty of care to all roads.

Eurobodalla's Community Strategic Plan, Our Eurobodalla 2042, outlines goals for reducing fatal and serious injuries on Eurobodalla roads. This supports deliverables mentioned in 2021-2030 National Road Safety Strategy, National Road Safety

Action Plan 2023-2025, and the NSW Government's 2026 Road Safety Action Plan.

This is achieved through our goals:

1. Our sustainable shire celebrates our natural environment and outdoor lifestyles.
2. Our community that welcomes, celebrates, and supports everyone.
3. Our region of vibrant places and spaces.
4. Our connected community through reliable and safe infrastructure networks.
5. Our engaged community with progressive leadership.
6. Eurobodalla Community Strategic Plan

The [Eurobodalla Community Strategic Plan](#) articulates the central role that sustainability, resilience and collaboration will play in strengthening our identity as an inclusive community. It also responds to calls for increased connectivity and accessibility – improving how we get around our region and access to quality services.

The Community Strategic Plan outlines that other levels of government are required to help deliver identified strategies, plus collaborative partnerships within Council and additional road safety stakeholders including first responders, emergency management teams, community organisations and individuals.

Road safety is a shared responsibility. It involves collaboration among all levels of government support from stakeholders and every member of the NSW community. Everyone has a role to play as we work together to save lives on NSW roads.

National Road Safety Strategy 2021-2030



State and Territory Governments

- > Funding and investment for roads and road safety initiatives
- > Road rules and law enforcement
- > Licensing and vehicle registration
- > Work health and safety laws
- > Crash data gathering, monitoring and reporting
- > Education and awareness



Local Governments

- > Local road infrastructure maintenance and improvement
- > Advocacy to state, territory and federal government
- > Local road safety education and outreach programs



Australian Government

- > Funding and investment programs for roads and road safety initiatives
- > Australian Design Rules
- > Heavy vehicle regulation
- > Model Australian Road Rules
- > National crash data reporting



Road Safety Stakeholders

- > Advocacy and independent advice for road safety
- > Independent safety standard setting such as ANCAP ratings

877,651km
Total combined
length of Australia's
road network

Purpose of this plan

Road users in regional and remote Australia are at a greater risk of road trauma than those living in major cities. Approximately one third of Australians live in regional or remote areas but two thirds of fatal crashes occur in these areas. The fatality rate in regional and remote areas is 12.2 deaths per 100,000 population and increases to 34.6 deaths per 100,000 in very remote areas. The former figure is almost five times greater than the rate for major cities which is 2.6 deaths per 100,000 population.

Our plan is aligned with the NSW Road Safety Action Plan 2026, focusing specifically on the Eurobodalla context and the role of Eurobodalla Shire Council. We recognise that a substantial share of road safety responsibilities remains with the NSW Government, such as police, ambulance and health services, vehicle registration, and the establishment of appropriate speed limits.

This plan delineates actions for the local and regional road network where the Council holds direct responsibility as the road authority, as well as its role as an advocate for the Eurobodalla community concerning the state highway network.

It also highlights the crucial role of the Road Safety Officer Program in education and collaboration with other partners. Furthermore, the plan acknowledges that the implementation of proposed actions relies on funding and support from other levels of government, which is largely beyond the Council's control. The Council will continue to advocate for the necessary funding on behalf of our community to achieve the plan's key objectives in line with our [Eurobodalla Shire Council Grants Strategy 2024-28](#).

The ultimate goal of this plan is to enhance safety outcomes for all road users, including motorists, pedestrians, cyclists, and the workers involved in constructing and maintaining our transport infrastructure.

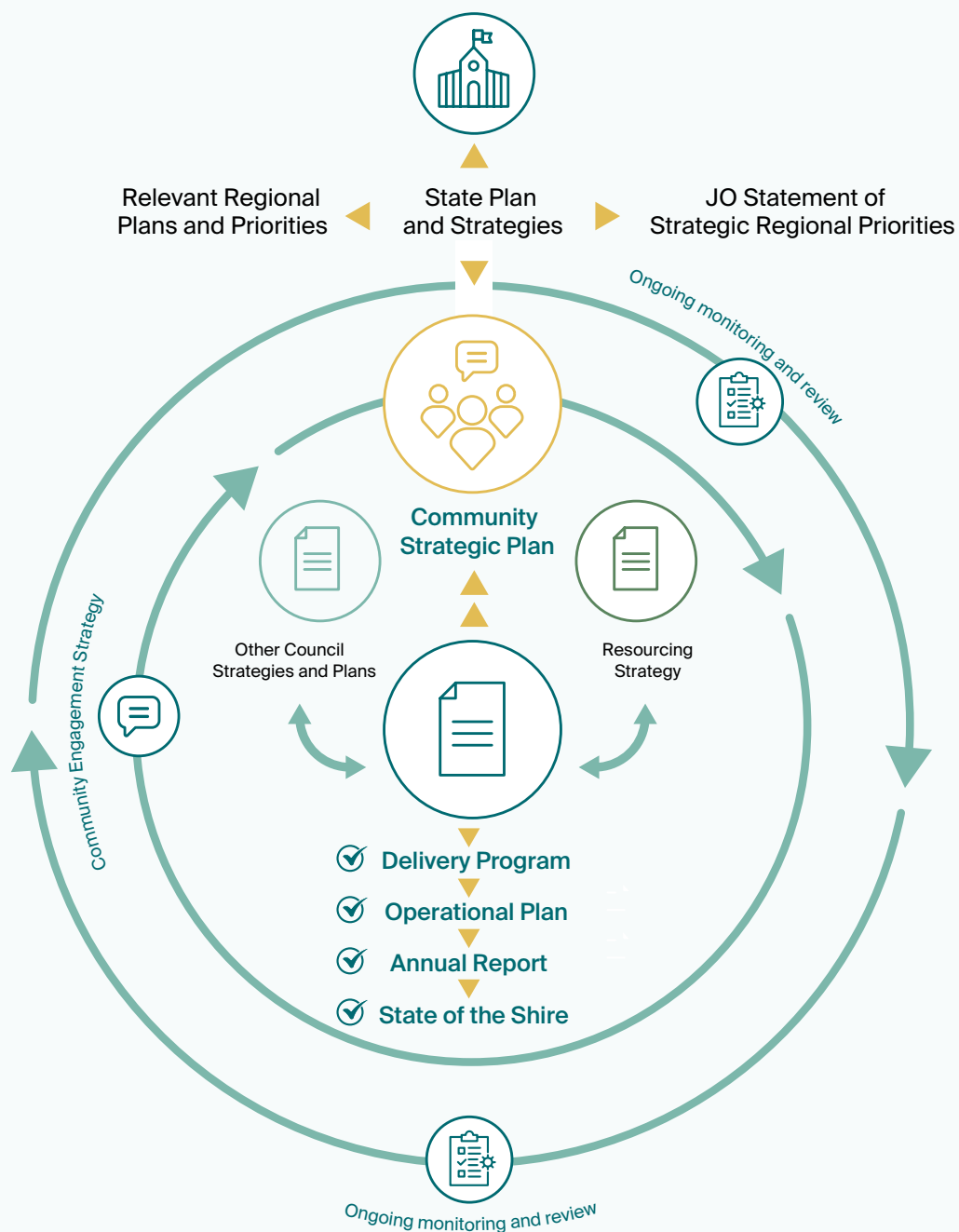
75.3%
of all roads are managed
by local government

Aim:

- ⚠️ SAFE Roads
- 📏 SAFE Speeds
- 👤 SAFE People
- 🚗 SAFE Vehicles

National Road Safety Strategy 2021-2030





Source – Integrated Planning and Reporting Framework for NSW Councils

Turning this plan into action

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 the [Delivery Program 2022-26 and Operational Plan 2024-25](#).

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 provide a safe, efficient and sustainable transport network within the limits of the financial constraints placed upon it.

Councils across NSW and Australia remain heavily constrained and dependent on funding from the NSW and Australian Governments to maintain and upgrade the local road network. In summary, there is a need for ongoing action to address road trauma, with key initiatives outlined in Council's Delivery Program and Operational Plan.

Notable work and projects include the ongoing renewal and upgrade of our urban and rural road networks, key road safety, movement and place strategies and active transport initiatives,

implementation of high pedestrian activity areas, virtual fencing, and key intersection upgrades like the construction of the Broulee Road and George Bass Drive roundabout. Furthermore, the Kings Highway Road Safety Partnership is a vital behaviour-focused initiative.

Eurobodalla Shire Council will continue to prioritise expenditure on our road network within the limits of our available funding ensuring areas of greatest need are addressed first and value for money is delivered to our community. This includes considering road safety in all our works and continuing to manage our road network in line with our Local and Regional Roads Risk Management Policy and Code of Practice, Asset Management Plans and Policy.

This plan outlines the objectives that the Council has set and demonstrates how we can contribute to improving road safety, all while embracing the Safe System approach.

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 through strategies and plans. Specific policies are mentioned as they deal with the road space and specifically saving lives on Eurobodalla roads.

Taking action

We have progressively implemented targeted actions since the 2019-2022 Road Safety Plan and continue to take a Safe System approach to reducing road-related trauma.

Some of the specific measures already completed include:

Safe roads and roadsides

- Completion of the South Batemans Bay Bypass, including working with TfNSW to upgrade the intersection with Princes Highway and Glenella Road.
- Developed 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. These have been incorporated into our Northern Area Transport Network Plan. We are also in the process of preparing the Southern Area Transport Network Plan.
- Completion of road safety improvement upgrades on Dunns Creek Road.
- Road safety reviews undertaken for all rural and regional sealed roads to identify and prioritise progressive network improvements.
- Completion of the upgrade to the George Bass Drive Tomakin Road intersection including provision of a roundabout, basic right turn treatments to driveways, protective fencing, final surfacing, and delineation (BB1 Tomakin Rd).
- Completion of the upgrade of Beach Road between Orient Street and Princes Highway including dedicated turning capacity and integrated pathway networks.
- Completion of the reconstruction of Eurobodalla Road (south of Sutcliffe Street) including provision of a new pathway to separate pedestrians from trucks and other vehicles.
- Completion of a continuous median island on Beach Road between Herarde Street and Country Club Drive to prevent right turn manoeuvres.

- Completion of the duplication of George Bass Drive from Glenella Road to Sunshine Bay Road (northbound).
- Completion of key upgrades for George Bass Drive including the realignment of Grandfathers Gully bends and intersection upgrades at Grandfathers Gully Road, Denise Drive and Lilli Pilli Road.
- Implementation of the Moruya CBD pedestrian activation plan and 30km/hr High Pedestrian Activity Area.
- Developed detail designs for the Tomakin Road/ Charles Street, Mogo roundabout.
- Developed detail designs for the Kuppa Ave / George Bass Drive Malua Bay roundabout.
- Developed detailed designs for the Broulee Road / George Bass Drive, Broulee Roundabout.
- Developed detailed designs for the Edward Road, Batehaven pathway and the Sunpatch Parade, Tomakin pathway.
- Collaboration 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.

Speed and speed calming measures

- Successfully advocated to Transport for NSW to implement 30km/hr speed zones in Moruya CBD.
- Successfully implement additional speed management controls within Moruya CBD east to reduce the actual speed of travel and improve pedestrian movement.
- Implemented additional speed management within Clyde Street Batemans Bay in conjunction with the new Batemans Bay Bridge project.
- Designed and implemented local area traffic management upgrades on Riverside Drive, Narooma.

Safe vehicles

- Ensure hard wiring of lights in all council vehicles.
- Demonstrated leadership through the purchase of 5 Star ANCAP rated passenger vehicles and 4 Star ANCAP or above 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.
- Lead and completed internal review on Chain of Responsibility for internal stakeholders and Council contractors regarding fleet vehicles and fleet management

Safe people

- Supported the Local Government Road Safety Officer Program in a co-funded arrangement with Transport for NSW to identify and address local road safety issues. Engaged a permanent, full time Road Safety Officer.
- Promoted and encouraged a greater understanding of shared use of roads by all road users including pedestrians and cyclist.
- Ran the War on Waste fatigue project.
- Developed and undertook education programs to target behaviours representing primary causal factors in local crashes including speeding, alcohol, and fatigue.
- Undertook motorcycle education for those who are new to riding and those who are returning as a leisure activity.
- Continued to liaise with community during festivals including Red Hot Summer Tour, Granite Town, Toddler and Baby Expo, NAIDOC week celebrations to promote responsible behaviours.
- Supported and advocated the outcomes of the NSW Road Congress Communique.
- Implemented 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.

- Continued the coordination of the Kings Highway Road Safety Partnership.
- Continued to take a Safe System approach to reducing road-related trauma.
- Major works for northern Eurobodalla have been outlined in the [Transport Network Plan Northern Area](#).

Movement and place

The Movement and Place framework in planning creates a vision and goals for new projects, emphasising the needs and activities of people who use the streets. Each street environment is unique and should be considered individually. Identifying street environments allows project teams to balance movement and place by establishing a common language to agree on the current and desired conditions within the area.

In Moruya's CBD, implementing 30 km/h speed limits in high pedestrian activity areas like Ford St, Church St, and Queen St offers significant benefits. It enhances safety for vulnerable road users such as pedestrians, cyclists, and those with mobility challenges, creating a safer and more welcoming environment for shopping and socialising.

More information can be found on the [Movement and Place](#) webpage.



Source – Movement and Place NSW Government

Kings Highway Road Safety Partnership

The King's Highway spans approximately 140km, establishing a direct route from Canberra to the coast. Formed in 2008, the Partnership has focused its road safety initiatives on travellers making the journey from Canberra to the coast during peak holiday seasons. Its members include representatives from NSW and ACT Policing, Transport for NSW, road safety policy officials from the ACT Government, local government entities, and road safety officers. The Eurobodalla Shire Council has played a vital role in enhancing road safety by delivering planned projects, particularly through its collaboration with Transport for NSW. Key accomplishments include the completion of the Nelligen Bridge, road maintenance on both sides of Nelligen, resurfacing of Pooh Bear's corner and the Misty Mountain overtaking lane. This partnership emphasises ongoing infrastructure maintenance, enforcement actions, and community education. The main objective is to enhance road safety on the Kings Highway by promoting road user education and awareness while addressing critical issues such as safe driving around heavy vehicles and mitigating driver fatigue.

Virtual fencing

Virtual fence trials are being undertaken in Eurobodalla.

A virtual fence is an active electronic protection system that alerts animals before crossing the road when a vehicle is approaching between dusk to dawn. It is deemed effective in reducing wildlife vehicle collisions.

There is more than 900,000kms of roads covering the Australian landscape and many crashes involve wildlife and vehicles, resulting in injuries and loss of life to people and wildlife, together with damage to vehicles and property. The ecological consequences

of road networks are immense and complex, with millions of native animals injured and killed each year.

In Eurobodalla, there are over 1,023kms of roads that are owned and maintained by Council which can also result in wildlife being struck by travelling vehicles.

Council has worked with The Coastwatchers Association and WIRES to implement a pilot virtual fence project in Long Beach to address wildlife being struck by vehicles. Prior to the virtual fence being installed during the peak holiday season, WIRES volunteers and Council staff attended up to five wildlife strikes per week. Since the virtual fencing has been installed, there have only been five wildlife struck in eight months.

Although the virtual fence program is primarily aimed at reducing the number of animals hit by vehicles; in doing so, it reduces the number of vehicle crashes and consequential severity of casualties of vehicle occupants. More information can be found at [Eurobodalla Shire Council Virtual fence pilot program](#) webpage.

Y drive program

Implementation of the Y drive program.

Y drive provides learner drivers who lack access to a vehicle or qualified driver with a car and volunteer to help them get the driving experience needed.

This program helps eligible people in Eurobodalla obtain their learner (Ls) and provisional (Ps) driver licences.



Delivery Program 2022 – 2026

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 2022-26		Operational Plan 2024-25	
1.1	Move together for a sustainable future		
1.1.1	Build community awareness of opportunities to live more sustainably.	1.1.2.2	Finalise a Council Electric Vehicle (EV) Strategy.
		1.1.2.3	Advocate to NSW and Australian governments for further support of Electric Vehicles.
2.1	Acknowledge our beginnings, embrace our diversity		
2.1.3	Provide services that meet changing community needs and celebrate our diversity.	2.1.3.3	Provide Families Week activities.
		2.1.3.5	Deliver Children’s week activities.
2.1.4	Provide services and strengthen opportunities to retain and attract youth, supported by the Youth Action Plan.	2.1.4.3	Provide the Y drive project.
2.4	Foster a safe Community		
2.4.1	Collaborate with partners to address issues of community safety.	2.4.1.1	Coordinate the Police Liaison Committee.
		2.4.1.2	Review and update the Eurobodalla Road Safety Plan and provide road safety programs.
2.4.4	Work with agencies and emergency services to coordinate emergency management and improved resilience.	2.4.4.5	Advocate to the NSW and Australian governments to fund improved resilience of local roads and bridges, evacuation centres, water and sewerage systems, power supply, telecommunications and highways.
3.1	Balance development between the needs of people, place and productivity		
3.1.1	Review, prepare and deliver planning instruments that support sustainable social, environmental, and economic outcomes as guided by our Local Strategic Planning Statements.	3.1.1.1	Prepare a masterplan for Batemans Bay CBD that identifies options for more housing.
		3.1.1.2	Collaborate with the NSW Government to prepare the Place Strategy for the Batemans Bay Strategic Cluster.
3.1.3	Work in partnership to encourage and facilitate greater housing diversity and affordability.	3.1.3.3	Commence delivery of the Moruya Housing Infrastructure project.

Delivery Program 2022-26		Operational Plan 2024-25	
4.1 Provide integrated and active transport networks to enable a connected and accessible Eurobodalla			
4.11	Plan for an integrated and active local transport network, guided by the NSW Government's Future Transport 2056 Strategy.	4.1.1.1	Plan for a safe, efficient, and integrated transport network that meets current and future needs.
		4.1.1.2	Provide traffic management planning.
		4.1.1.3	Coordinate the local Transport Forum.
		4.1.1.4	Advocate for improved public transport including compliance with NSW Disability Standards for accessible public transport.
		4.1.1.5	Provide community transport services.
4.1.2	Advocate for improved and resilient transport services and infrastructure.	4.1.2.1	Partner with peak bodies to advocate for improved local transport services and infrastructure.
4.1.3	Provide safe and reliable local rural and urban roads, guided by the asset management plan.	4.1.3.1	Deliver the annual maintenance program for local and urban roads.
		4.1.3.2	Deliver the annual capital works program of the local and urban road network.
4.1.5	Promote active and inclusive transport through the provision and enhancement of the pathway network, as guided by the Pathway Strategy and asset management plan.	4.1.5.1	Deliver the annual maintenance program for the pathway network.
		4.1.5.2	Deliver the annual capital program for footpaths, cycleways, and shared paths.
		4.1.5.3	Review and update Pathways Strategy.
4.2 Strengthen linkages through air, road, and marine transport options			
4.2.1	Advocate for improved highways and freight access in and out of Eurobodalla.	4.2.1.1	Work with key partners to advocate for the progress upgrades of the Princes and Kings Highways.
		4.2.1.2	Advocate to the NSW Government to optimise outcomes from delivery of key regional transport upgrades such as Moruya Bypass and upgrade of Kings and Princes Highways for freight.

The road safety challenge in Eurobodalla

The transport network across Eurobodalla includes the Princes Highway and Kings Highway. The responsibility of 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 (KHRSP) since 2008 and played a significant role in influencing and delivering outcomes which has led to a significant reduction in crashes over the last decade. In 2023 the KHRSP was recognised at the 2023 Australian Road Safety Awards, winning the Local Government Program Award.

Council has a responsibility to build, renew and maintain its own transport network as outlined in Table 4 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	57.44	5.61
Distributor	43.59	4.26
Collector	100.78	9.84
Local	324.90	31.74
Local Access	99.67	9.74
State Parking	7.00	0.68
Unsealed roads	390.32	38.13
Total network	1,023.70	100%

Table 4 – Local and regional road network maintained by Council

Council continues taking a whole of network and route approach, progressively delivering against the strategic purpose of each route within the transport network, looking to the future need, while trying to address more immediate issues.

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.

Council is also experiencing significant growth, particularly in the northern part of Eurobodalla, in developing the Batemans Bay masterplan to guide future development, improve infrastructure, economic growth and community wellbeing. 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. A major development for the northern Eurobodalla is the opening of the \$30 million Glenella Road Link Road where Council and Transport for NSW worked together to connect the ESC upgrade of Glenella Road with the Princes Highway.

Identified works for the northern area have been incorporated into the Transport Network Plan – Northern Area Eurobodalla.

Works identified for southern area of Eurobodalla are being incorporated into the Southern Area Transport Network Plan which is currently under development.

Our Council continues to implement road safety measures and partner with other government agencies and stakeholders to proactively reduce injuries and fatalities. This has seen a continued significant reduction in injury crashes from 89 in 2018 to 63 in 2023. A 29% reduction in injury crashes.

Tragically, fatality rates in Eurobodalla are still too high and have increased since 2018. Between 2011 and 2017, the average was less than 3 deaths per year, including a year with no fatalities in 2018. However, between 2019 and 2023, the average rose to 7.7 deaths per year, including 7 deaths in 2022 and 8 in 2023.

Of the 30 crashes that resulted in fatalities between 2018 and 2023, 22 crashes, or almost three quarters occurred on the state highway network. This highlights the importance of Council advocating to the state government for continued progressive upgrades on the Princes and Kings Highways.

Types of crashes

Eurobodalla's road safety data shows both progress and ongoing challenges in addressing fatalities and serious injury crashes. Despite a significant reduction in the overall number of crashes, the number of fatalities tragically increased to 7 in 2022 and 8 in 2023. However, there is a positive trend in the reduction of serious injury crashes, which have decreased from 22 in 2018 to 13 in 2023 and total reported crashes which have reduced from 131 in 2018 to 100 in 2023. These statistics highlight that, while there has been some improvement, road trauma continues to affect our local, regional and state roads.

Continued collaboration with state and federal agencies, as well as advocacy for additional resources and funding, will be crucial in addressing road trauma. Engaging with local communities to raise awareness about road safety and encourage safer driving behaviours is also vital.

Crash history in Eurobodalla 2018 – 2023

30

Fatalities

22 of these on state highways
Princes Highway (19) and
Kings Highway (3)

489

Injury crashes

459 Serious, Moderate & Minor
227 of these crashes on state highways
Princes Highway (177) and
Kings Highway (50)

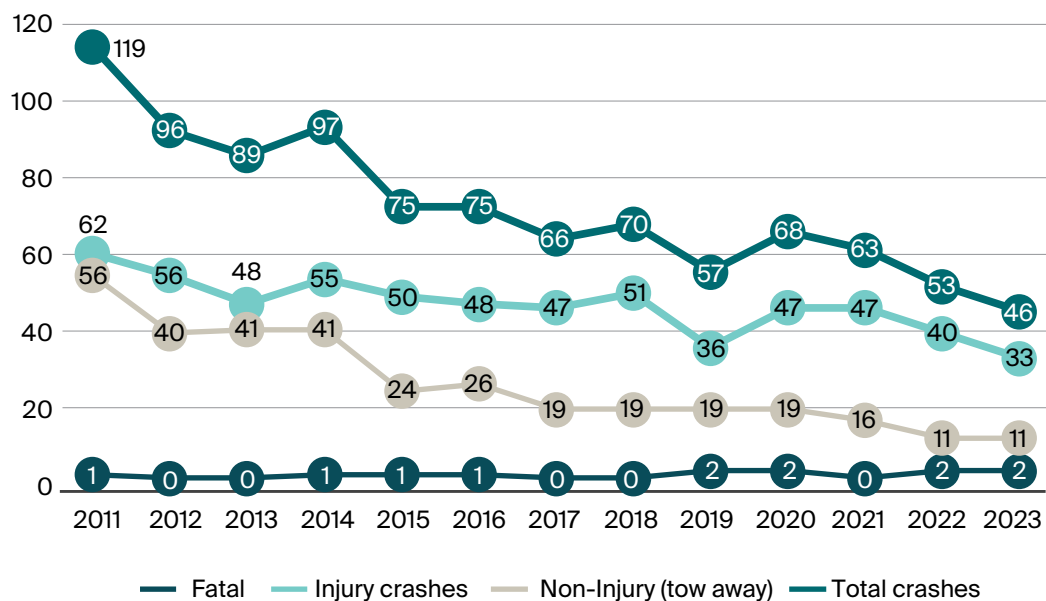


Reduced injury crashes

Continued reduction in Injury crashes from 89 in 2018 to 63 in 2023 across Eurobodalla

All crashes on Eurobodalla owned and maintained roads

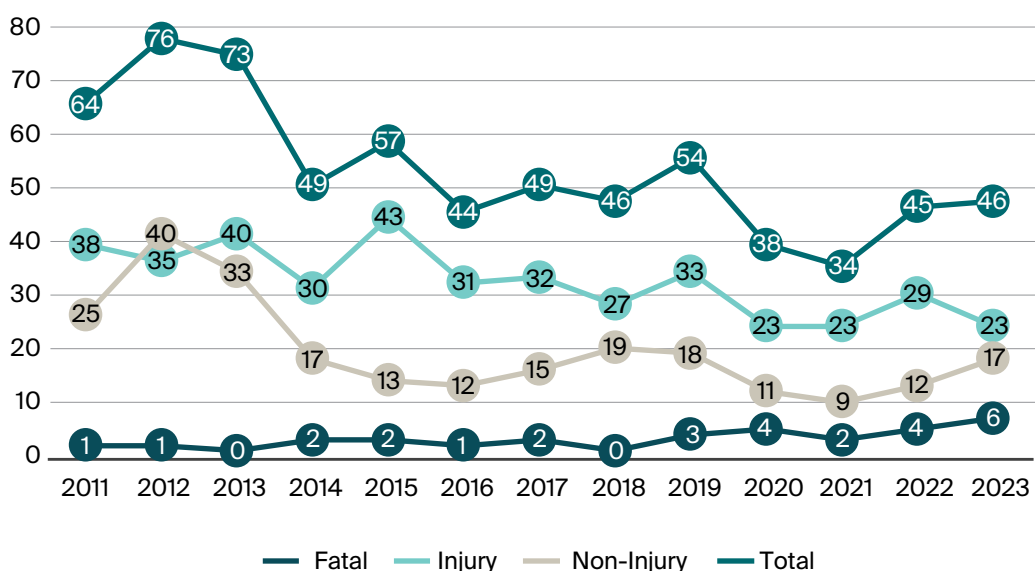
Comparison for Eurobodalla 2011 – 2023



Continued downward trend in crashes on our road network, however the number of fatal crashes remain a concern.

All crashes on Princes Highway – Eurobodalla

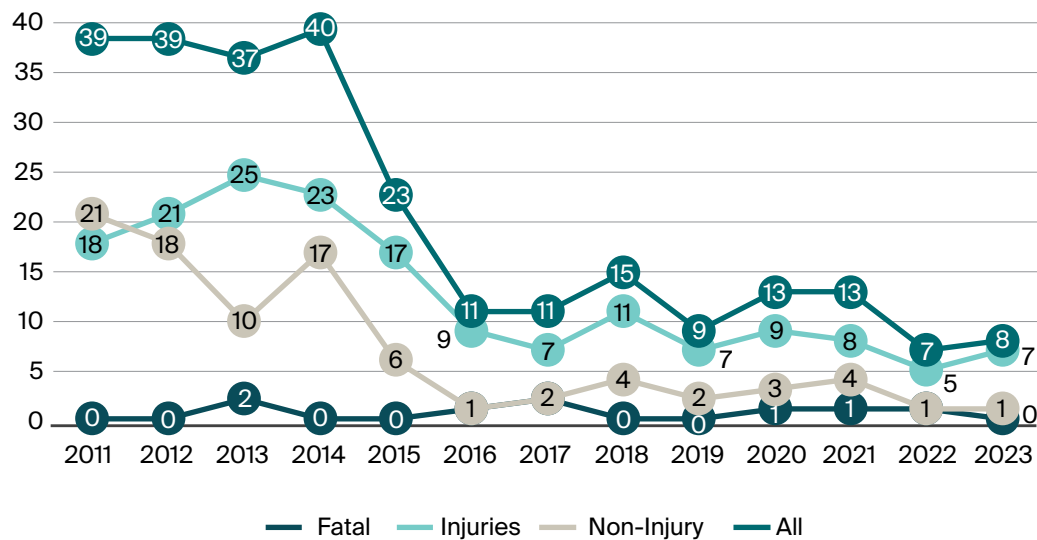
Comparison for 2011 – 2023



Between 2018 and 2023, fatal crashes on the Princes Highway in Eurobodalla increased from 0 to 6, however total crashes have remained steady.

All crashes on Kings Highway – Eurobodalla

Comparison for 2011 - 2023



Crashes on the Kings Highway have decreased significantly from 40 in 2014 to 8 in 2023. We remain committed to further reducing road trauma and improving road safety.

660,597km
of Australia's road
network are managed
by local government

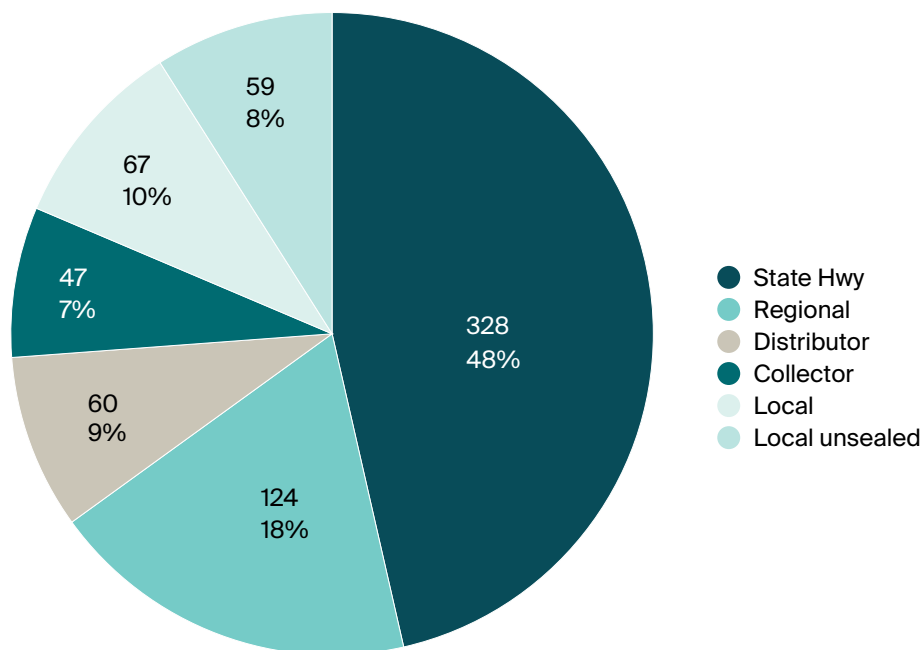
Fact:

Of the 262 casualty crashes* that occurred on Council owned and maintained roads, more than half of these (134 or 51.1%) occurred on less than 10% of the Council network, being the busier regional and distributor roads.

Source – Transport for NSW. Safe System Analytics

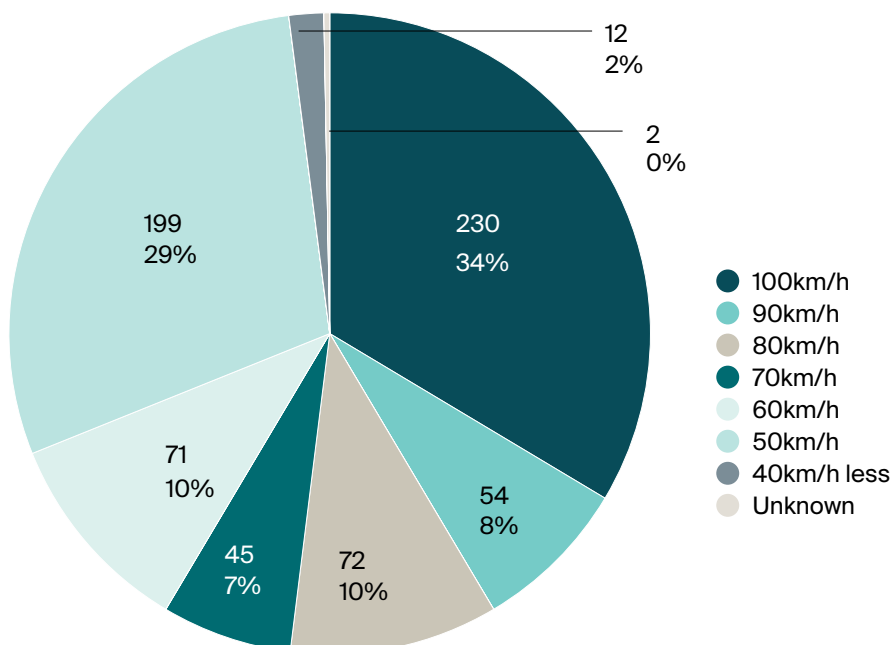


All crashes by road hierarchy 2018-2023



Almost half of all recorded crashes within Eurobodalla occurred on the state-owned highways, being Princes and Kings Highway.

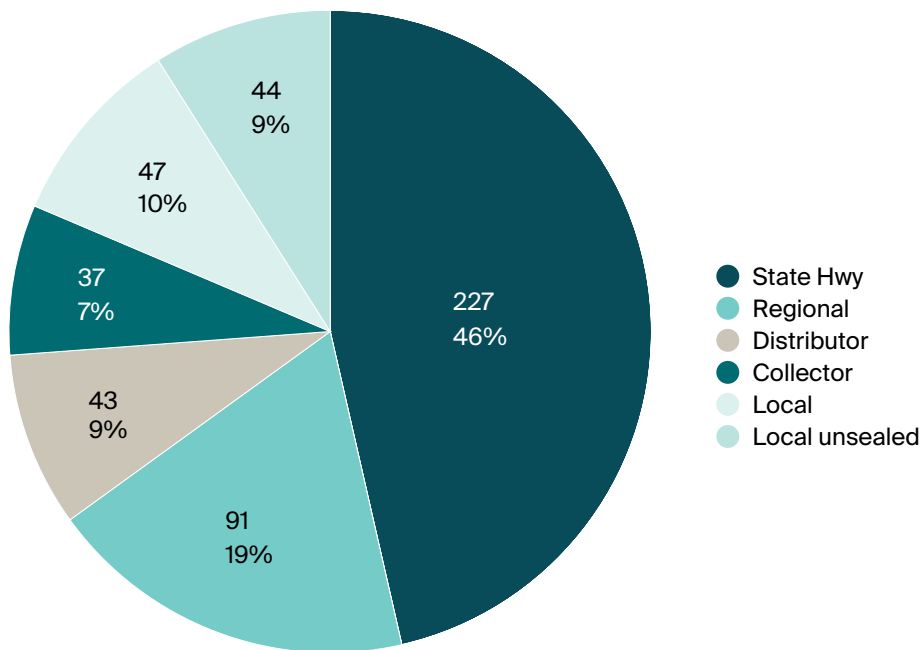
All crashes by posted speed limit 2018 - 2023



Almost half of all recorded crashes in Eurobodalla occurred in lower speed zones (70km/h and below) while (34%) occurred on roads with speed limit of 100km/h.

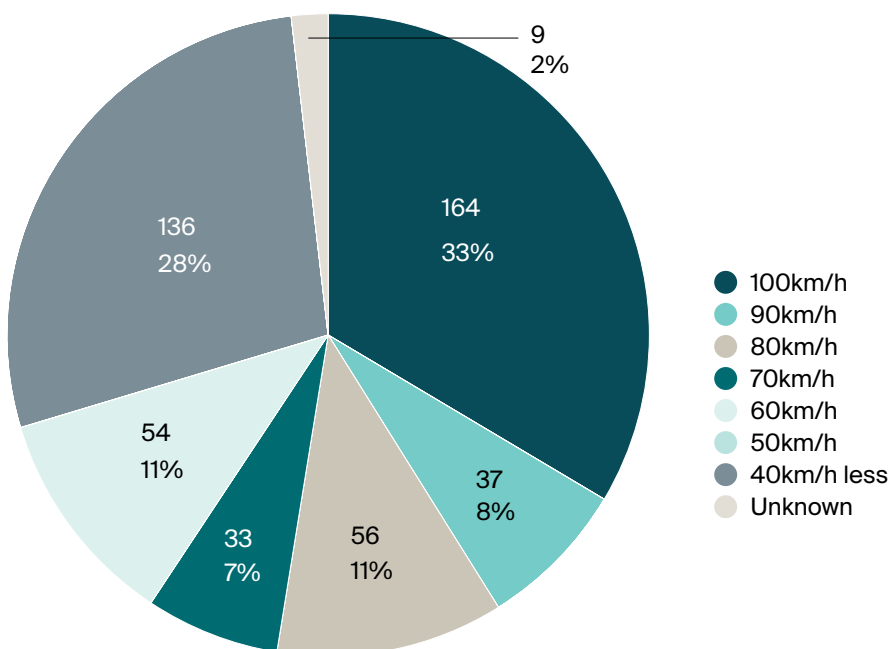
*Casualty crashes include – fatal, serious injury, moderate injury & minor injury

All casualty crashes by road hierarchy 2018-2023



In Eurobodalla, 46% of casualty crashes occurred on the state-owned highways, being Princes and Kings Highway.

All casualty crashes by posted speed limit 2018 - 2023



Almost half of all casualty crashes in Eurobodalla occurred in lower speed zones (70km/h and below) often resulting in hospitalisation.

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

- 227 casualty crashes or 46.4% of all casualty crashes in Eurobodalla (2018-2023) occurred on the state highways, 177 on the Princes Highway and 50 on the Kings Highway. These 227 state highway casualty crashes resulted in 333 casualties including 23 fatalities and 71 serious injuries.
- The Kings Highway is showing notable progress in road safety. Over the period from 2018 to 2023, there were 65 crashes on Clyde Mountain, including 3 fatal and 11 serious injury crashes. Notably, the number of crashes has decreased from 13 in 2021 to 8 in 2023. This reduction in crashes indicates that the safety measures implemented on the Kings Highway are having a positive impact and represent a significant improvement compared to the 85 crashes recorded during the previous period of 2014-2017. However, there is still work to do to continue to reduce this road trauma on the Kings Highway.
- Of the 262 casualty crashes occurring on local, regional and other Council owned and maintained roads, 134 or 51.1% of these occurred on regional and distributor roads that accounts for 9.87% of the Council network being the busier regional roads. (2018-2023).
- Only 7.15% of all crashes occurred on unsealed roads despite these roads making up 38.62% of the local road network owned and maintained by Council. (2018-2023).
- Of the 685 recorded crashes, the most common road user movement was “*off path, on curve,*” accounting for 236 crashes or 34.5%. This breakdown includes 72 crashes (27.4%) on the Princes Highway, 42 crashes (64.6%) on the Kings Highway, 26 crashes (21%) on regional roads, and 96 crashes (41.2%) on Council local roads from 2018 to 2023.
- 18.4% of all crashes were *off road on a straight* (2018-2023).
- 186 (27%) of all crashes involved a heavy vehicle or light truck (2018-2023).
- There were 108 (16%) motorcycle crashes from 2018-2023 averaging 22 crashes a year (2018-2023).
- Pedestrian and pedal cyclists averaged of 3.1% and 2.5% of overall crashes (2018-2023).
- Eurobodalla is committed and will continue to work with TfNSW in keeping the Princes Highway maintained, this includes the 4.4km stretch immediately south of Cranbrook Road in Batemans Bay, commonly referred to as the “mad mile” which has been previously identified as having a high number of crashes.

Fact:

Causal factors of crashes:

Speed 67%,

Fatigue 15%

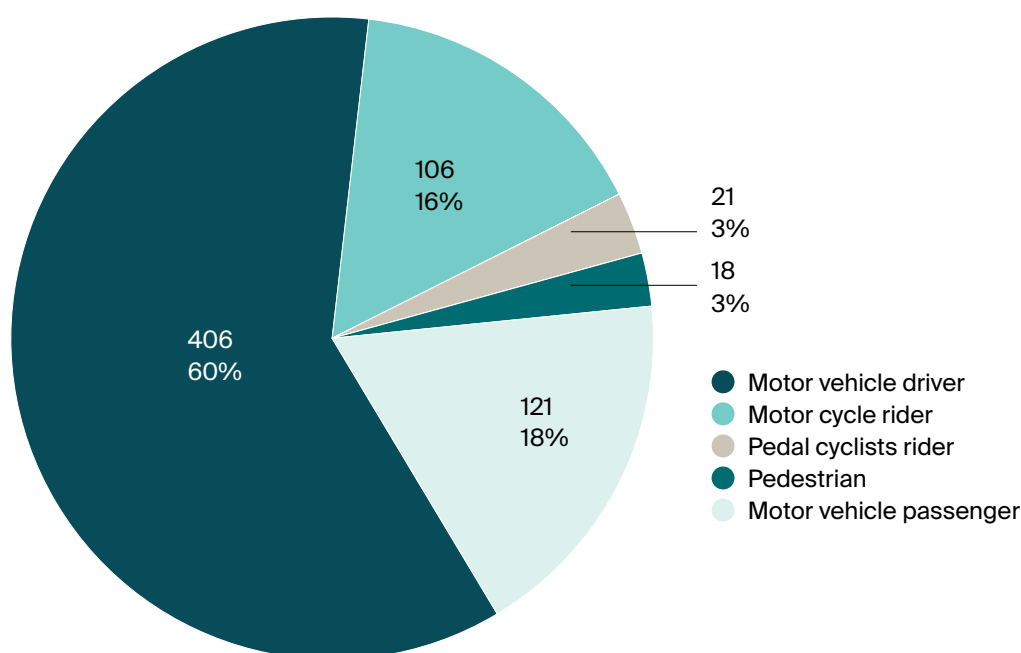
Alcohol 12%

Source – Transport for NSW. Safe System Analytics



- Posted speed limit – 47% of all casualty crashes occurred on roads with a speed limit of 70km/hr or less, with 41.46% of casualty crashes on roads with a speed limit of 60km/hr or less and 31.1% being on roads with a speed limit of less than 50km/hr.
- 33.5% of crashes occurred on roads of 100km/h.
- Age of drivers/riders – 29.6% of vehicles controllers involved in all crashes were under 29 years old or under. Those aged 60 and over accounted for 30% of vehicle controllers involved in crashes.
- Type of vehicle involved in all crashes - cars 56%, light trucks 18%, heavy trucks 3%, motorcycles 12%, pedestrians 2%, and cyclists 2%.
- Vulnerable road users make up 5.6% of all casualties (pedestrians 2.9% and cyclists 2.7%) 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 66.7% car seats not being properly fitted and used in NSW.
- Causal factors of crashes – the most common primary behavioural factors involved in all crashes were speed and fatigue.
- Number of speeding related crashes have reduced from 50 in 2018 to 40 in 2022 and 31 in 2023.
- The number of fatigue related crashes rose from 8 in 2018 – 13 in 2023.
- Number of crashes where seatbelts fitted but not worn has increased from 3 in 2018 to 6 in 2022 but has reduced to 3 in 2023.
- 74% of people involved in all reported crashes reported live in the Eurobodalla, 10% other States or overseas 2018-2023.

Number of casualties by user group 2018 - 2023



Between 2018 to 2023, motor vehicle drivers accounted for the majority of casualties (60%), followed by motor vehicle passenger (18%) and motorcycle riders (16%).

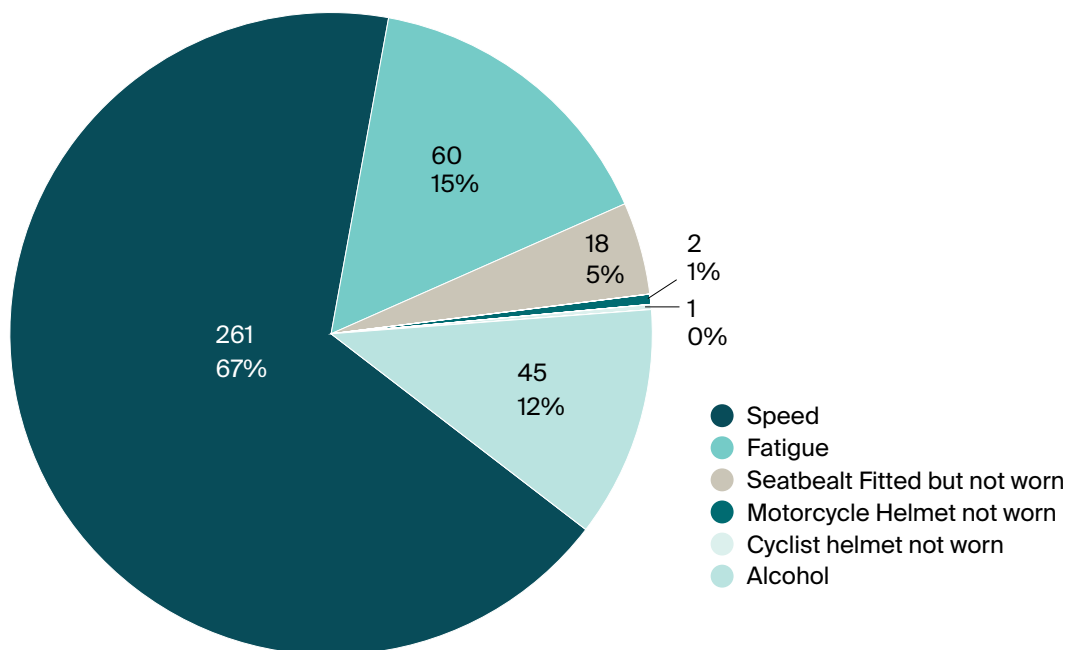
- Of all casualties 29.8% were passengers in a vehicle driven by another person.
- Trend - the overall trend for casualty crashes in Eurobodalla is downward, however the number of fatalities has spiked to 15 in 2022-2023.
- The total number of crashes on Eurobodalla regional roads, including Bermagui Road, Beach Road, Dalmeny Drive, Hector McWilliam Drive, Cullendulla Drive and George Bass Drive were 124 with 126 casualties, 2018-2023.
- The regional roads with the worst injury crashes reported in Eurobodalla, 2018-2023 were George Bass Drive with 49 crashes resulting in 52 casualties, Beach Road, 45 crashes resulting in 42 casualties.

The analysis of the crash data demonstrates the importance of the safe system approach and the need to continue to implement sound strategic asset management principles for Eurobodalla to continue to reduce road crashes and related trauma.

Although the number of recorded crashes is decreasing, the extent of road-related trauma continues to be alarmingly high in the Eurobodalla. The effects of such trauma on our community are both social and economic. This plan details the actions to be pursued over the 2025-2028 period by Council using a safe system approach to further reduce road trauma.

It also outlines the significant role played by the Road Safety Officer through the Local Government Road Safety Program, delivering driver behaviour programs and activations.

Known contributing factors 2018 - 2023



In Eurobodalla the leading causal factors involved in all crashes were speed (67%), fatigue (15%) and alcohol (12%)

Aim:

“To save lives and prevent serious injuries, we must do two things: Recognise that everyone has a right to get home safe, every day, no exceptions and then, let’s commit to actively look after every person on the road ahead, as if they were our loved ones.”

Peter Frazer FACRS, CF— President, Safer Australian Roads and Highways (SARAH) Group



Saving lives - a safe system approach

The Eurobodalla Road Safety Plan 2025 provides the framework and direction to improve road safety outcomes across Eurobodalla using the safe system approach of safer roads safer speed safer vehicles and safer people.

People make mistakes on the road but should not have to lose their lives because of their mistakes. The Eurobodalla Road Safety Plan adopts the internationally recognised Safe System 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.

To achieve the ultimate goal of zero deaths and serious injuries on NSW roads, we have adopted a safe system approach.

This approach is underpinned by these principles:

- People are human and sometimes make mistakes – a simple mistake should not cost anyone their life.
- Roads, roadsides, and vehicles need to be designed to minimise crashes or reduce forces if a crash happens.
- Road safety is a shared responsibility – everyone needs to make safe decisions on and around the road to prioritise safety.

Initiatives to ensure safer roads, speeds, people, and cars need to be implemented together so the road system not only keeps us moving, but safe and protected.

1. This plan will enable the whole of Council, its partners, and stakeholders to implement innovative solutions that bring about change in road safety culture within our community, saving lives and reducing serious trauma in our local area.
2. This plan identifies those actions on the local and regional road network where Council has direct responsibility as the road authority as well as Council's role as an advocate for the Eurobodalla community on the state highway network.
3. This plan outlines the significant role played through the Local Government Road Safety Program through education and partnering with others.
4. This plan acknowledges that implementation of proposed actions is dependent on funding and support from other levels of government. Council will continue to advocate for funding on behalf of our community to implement the key directions within this plan.
5. This plan aims to improve safety outcomes for all road users including people using motor vehicles, vulnerable road users including pedestrians and cyclists as well as our workers who build and look after our road and transport infrastructure.
6. This plan acknowledges that the community have an input into how and where Council can improve road safety, and that the community understands Council's role in the road safety matrix.
7. This plan acknowledges that Council needs to advocate to state and federal governments for funding and assistance to achieve realistic goals in providing a safe and manageable road network for residents, visitors and industry.



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. These roads need to include the following features:

- good road surface and skid resistance
- sealed road shoulders
- adequate clear zones
- protection from run off road and where appropriate head on crashes.

This Road Safety Plan supports the vision to ensure a safe, accessible, integrated and resilient transport network that provides for the efficient and effective movement of people and goods, and to activate and support our growing permanent and visitor population and economy.

Many councils in NSW are struggling to maintain financial sustainability and provide essential services and infrastructure to their communities; Eurobodalla Shire Council is no exception. Council will need to continue to ensure sufficient funding is provided to inspect and maintain the growing transport network including addressing defects in the network.

Council has been progressively addressing these issues as funding becomes available. Despite this, many existing rural roads lack these road safety features, and 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 poor

road alignments, lack of appropriate intersection treatments, roadside hazards such as trees, culverts, and drop-offs, inadequate shoulder and lane width, lack of protective fencing, lower standard linemarking delineation and signposting.

Programs to adapt the network to include modern features such as improved linemarking (eg. shoulder lines and widened shoulders), wide centreline treatments, audio-tactile 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
- provide a lower speed environment.

Areas of concern include intersections where 30% of Eurobodalla crashes 2018 – 2023 have occurred. Appropriate intersection treatments are required to reduce crashes, such as that undertaken with the assistance of Australian Government blackspot funding at the George Bass Drive and Broulee 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 an appropriate intersection widening.

Council has developed an 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 and Safe System principles to ensure appropriate safety features are progressively incorporated into the network.

Integrated asset management and network planning needs to be continued and incorporate the recycling and re-use of fill materials and the integration of multiple works to provide more cost-effective solutions.

Council must continue to work with developers to ensure they provide appropriate public infrastructure when undertaking subdivisions or developments to provide for the safety of the community. Council must continue to provide developers with appropriate guidelines for the provision of public infrastructure. These Infrastructure Design Standards should be reviewed to take account of the rapidly changing road safety techniques now evolving.

Council will continue to pursue to protect school children in school zones by providing speed calming devices including wombat crossings with associated signage and line marking when funding is available.

Council will continue to advocate to both State and Federal Governments for funding with achievable guidelines to assist in achieving a more efficient and safer road network for locals, visitors and industry. Specific actions to address road safety on our regional and distributor road network have been incorporated into the Northern Area Transport Network Plan.



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. Successful advocacy to Transport for NSW to fund speed reduction treatments for the high pedestrian activity area in Moruya CBD achieved a safer environment for pedestrians in this high use area. This included a speed reduction to 30km/h in the CBD.

While speed zoning is the remit of Transport for NSW to ensure consistency of application across the state, Council is advised by TfNSW on speed zone changes. This must be applied in a practical and consistent manner, differentiating urban spaces from those roads required to efficiently move goods and people. Examples of speed zone reviews include Tomakin Road, sections of George Bass Drive, sections of Princes Highway, Moruya, and Princes Highway, Batemans Bay.

Council will work together in partnership with NSW Police in enforcing speed limits on Eurobodalla roads, both state and local.

Based on community engagement findings from the 2024 Road Safety Survey, 70.51% of respondents believe speed zone in urban are just right. However, 1 in 5 (22.65%) believe the speed is too high.

Furthermore, 56.96% believe the speed is just right in shopping precincts, yet almost 1 in 3 (31.65%) believe it is too high. (Appendix 1 – Road Safety Survey results).

Council will continue to advocate to Transport for NSW to achieve appropriate speed zones across the Eurobodalla.

The speed in which a person has been impacted determines survivability along with safety features of the road and vehicle



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 lesser risk of death or serious injury. This includes features designed into vehicles, such as improved braking systems, lane keep assist and airbags as well as equipment like helmets, child restraints and motorcycle rider clothing. Continuing to adapt to newer technology has the potential to significantly reduce road-related trauma.

Since 2023 ANCAP has been testing for more safety features to raise the bar for cars to reach that 5 Star rating. These include:

- Autonomous emergency braking (AEB) systems that can detect and respond to other cars, pedestrians and cyclists across a range of scenarios, will assess AEB that detect and respond to motorcycles. In Eurobodalla there has been 97 motorcycle casualties from 95 crashes, including 2 fatalities (2017-2022) and 27 serious injuries.
- Pedestrian and cyclist protection. Pedestrian - 44 casualties from 40 crashes with 2 fatalities. Cycling 24 casualties from 23 crashes and 1 fatality (2017-2022).
- AEB Head-on and junction crossing, vehicles from opposing direction 131 casualties from 83 crashes and 9 fatalities (2017-2022).
- Child presence detection.
- Vehicle submergence.

Council will continue to purchase 5-Star ANCAP rated passenger vehicles and highest rated commercial vehicles.

Of those killed in cars across NSW, over 50% were in cars older than 15 years while only 12% were in cars less than 5 years old.

217,054km

of Australia's
road network are
managed by states
and territories



Safe people

Road safety impacts everyone from the time they ride in a child safety capsule, travel each way to school, work or holiday, ride a bike, learn to drive, all though adulthood and embracing driving at an older age. At some stage we all use the roads. Everyone needs to have the knowledge, skills, attitude and information to make safe choice on our roads.

To help people be safe and make those choices, Council supports the Local Government Road Safety Officer program in a co-funded arrangement with Transport for NSW. Our road safety education programs address local road safety issues for our community using the Safe System approach. These education programs are only possible due to the Road Safety Officer position in partnership with other road safety stakeholders including Transport for NSW, NSW Police, NSW Ambulance, other Council and Government Departments and community groups. The nationally recognised Kings Highway Road Safety Partnership is an example of an effective campaign aimed at reducing crashes within Eurobodalla and our region.

Based on current road crash data (2018-2023) and community expectations road safety education programs will include but not limited to:

- speeding
- drink driving
- young drivers
- motorcycles
- older drivers
- young pedestrians
- fatigue
- child restraints
- Kings Highway Road Safety Partnership
- Y drive

Council does not undertake road safety education within schools however we integrate this education though the Y drive program which is a driver licensing initiative operated by the Eurobodalla Shire Council and supported by TfNSW. Its purpose is to help disadvantaged residents of the Eurobodalla who may lack the necessary resources, support, or ability to complete the 120 driving hours mandated by the graduated licensing scheme, thereby assisting to help secure their learner and provisional licenses. The program has grown to what it is today where Council has 6 vehicles, 35 volunteer mentor drivers, 2 full time staff, 115 participants and an additional 80 on our waitlist and achieved over 320 licences.

Our bodies are not designed to withstand the forces of a crash. Bodies of children and older people are even more fragile.

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.

Source – National Road Safety Strategy 2021-2030



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



Safe roads – actions we will take to save lives

Item	Action	Priority	Funding
6.1.1	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/ Ongoing	As per existing funding, subject to further funding
6.1.2	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/ Ongoing	As per existing funding, subject to further funding
6.1.3	Continue to provide an annual program of gravel resheeting to the unsealed road network that meets the Renewal Ratio set out in our Asset Management Plan of 100%, incorporating minor road safety improvements, where practicable and affordable.	High/ Ongoing	Existing funding available, subject to further funding
6.1.4	Progressively reconstruct and seal the unsealed roads covered by the Eurobodalla Local Infrastructure Contributions Plan 2022- (Under by Section 7.11 of the EP&A Act -Formerly Section 94 Rural Roads Plan).	High/ Ongoing	Existing funding available, subject to further funding
6.1.5	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/ Ongoing	Existing funding available, subject to further funding
6.1.6	Continue to reconstruct ageing urban roads taking account of road safety outcomes and integration of the pathways program.	High/ Ongoing	Existing funding available, subject to further funding
6.1.7	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/ Ongoing	Existing funding available, subject to further funding
6.1.8	Divert part of the Funding Assistance Grants – 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/ Ongoing	Existing funding available, subject to further funding
6.1.9	Continue to implement key actions within the Northern Area Transport Network Plan and pursue external funding where available in-line with Councils Grant Strategy 2024-28.	High/ Ongoing	Subject to funding



Item	Action	Priority	Funding
6.1.10	Develop a Transport Network Plan for the Southern Area of the Shire to cover all major transport routes (regional and distributor roads) within the southern area of Eurobodalla Shire.	High/ Ongoing	To be undertaken internally using existing resources
6.1.11	Continue to pursue grant funding for road safety and capacity improvements to major roads that contribute to achieving network and route planning outcomes.	High/ Ongoing	Subject to funding
6.1.12	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/ Ongoing	Limited existing funding available, subject to further funding
6.1.13	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/ Ongoing	Existing funding available, subject to further funding
6.1.14	Leverage Council funding to accelerate progressive implementation of the Eurobodalla Pathways Strategy 2017.	High to medium/ Ongoing	Existing funding available, subject to further funding
6.1.15	Develop plans for and pursue funding to implement road safety related measures within the Batemans Bay masterplan.	Medium/ Ongoing	Subject to funding
6.1.16	Update the strategic traffic model for the northern section of Eurobodalla in association with the Batemans Bay masterplan. Continue to advocate for funding from the NSW Government following on from completion of the Batemans Bay Bridge replacement and South Batemans Bay bypasses.	High/ Ongoing	Subject to funding
6.1.17	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	As internal capacity becomes available



Item	Action	Priority	Funding
6.1.18	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/ Ongoing	When internal capacity is available
6.1.19	Advocate for the continued progressive upgrading of the Kings Highway.	High/ Ongoing	Subject to funding
6.1.20	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/ Ongoing	Subject to funding
6.1.21	Advocate for the NSW Government to build the Moruya bypass, including ensuring Transport for NSW continue to engage with the community and business chamber.	Medium/ Ongoing	Subject to funding
6.1.22	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/ Ongoing	Subject to funding
6.1.23	Advocate for targeted intersection upgrades and progressive road safety improvements along the Princes Highway from Batemans Bay to Narooma (Including but not limited to Tomakin Road, Old Mossy Point Road, Broulee Road, Larrys Mountain Road, Bingie Road, Hector McWilliam Drive, Mitchells Ridge Road).	High/ Ongoing	Subject to funding
6.1.24	Collaborate with Transport for NSW to investigate network improvements in and around Narooma, including Narooma Bridge.	Medium/ Ongoing	Investigation funded by TfNSW
6.1.25	Continue to seek grant funding for road safety improvements specifically for children's crossing at primary schools, such as Bodalla Public School and Broulee Public School.	High/ Ongoing	Subject to funding



Safe speeds

Item	Action	Priority	Funding
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/ Ongoing	Subject to funding
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/ Ongoing	Integrate into existing work processes
6.2.3	Advocate to the NSW Roads and 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/ Ongoing	
6.2.4	Advocate to Transport for NSW to Batemans Bay CBD including where necessary grant funding to implement speed control measures.	High	Subject to funding
6.2.5	Develop a plan to reduce actual speed of travel and improvement pedestrian movement within Batemans Bay CBD south.	Medium/ Ongoing	Subject to funding
6.2.6	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	Subject to funding
6.2.7	Design, pursue funding for and implement local area traffic management as required on Heron Road, Catalina following on from the opening of the South Batemans Bay Link Road connection with the Princes Highway.	Medium	Subject to funding
6.2.8	Design all new subdivisions to ensure the actual speed of travel is appropriate to the urban residential context.	High	To be funded by developers
6.2.9	Advocate to Transport for NSW to implement a new lower general speed limit on all unsealed roads in Eurobodalla.	Medium/ Ongoing	



Safe vehicles

Item	Action	Priority	Funding
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/ Ongoing	Subject to funding
6.3.2	Ensure hard wiring of lights on in all vehicles.	High/ Ongoing	Subject to funding
6.3.3	Implement Chain of Responsibility requirements for internal stakeholders and Council contractors regarding fleet vehicles and fleet management.	High	Integrate into existing processes
6.3.4	Build Chain of Responsibility provisions into all new contracts for all works for Council.	High	Integrate into existing processes
6.3.5	Undertake local education programs on the benefits of newer vehicle technology working in partnership with local car dealers.	Medium/ Ongoing	Subject to funding
3.3.6	The readiness of regional areas in New South Wales (NSW) for Connected and Automated Vehicles (CAVs).	Medium/ Ongoing	Subject to funding





Safe people

Item	Action	Priority	Funding
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/ Ongoing	Subject to funding
6.4.2	Develop and undertake education programs to target behaviours representing primary causal factors in local crashes including speeding, alcohol and fatigue.	High/ Ongoing	Subject to funding
6.4.3	Promote and encourage greater understanding of shared use of roads by all road users including pedestrians and cyclist.	High/ Ongoing	Subject to funding
6.4.4	Kings Highway Road Safety Partnership, continued to strengthen the partnership between ESC, NSW Police, Australian Federal Police and Local Government Agencies including Queanbeyan Palerang Regional Council and ACT Government.	High/ Ongoing	Subject to funding
6.4.5	Continue to provide road safety initiatives to older drivers through events including Eurobodalla Seniors Expo – supported by driving schools and medical professionals, in conjunction with NSW Health, working with Community Transport, presenting On the Road 65Plus.	High/ Ongoing	Subject to funding
6.4.6	Continue to provide pedestrian safety programs including Hold My Hand, with Little Blue Dinosaur.	High/ Ongoing	Subject to funding
6.4.7	Motorcycle education for those who are new to riding and those who are returning as a leisure activity in conjunction with Survive the Ride and Transport for NSW.	High/ Ongoing	Subject to funding
6.4.8	Continue to deliver the Y-Drive program to help support eligible learner drivers obtain their learner and provisional driver licences.	High/ Ongoing	Subject to funding
6.4.9	Continue to work with the Eurobodalla Liquor Accord to educate about the dangers of drink driving and promote RBT means Plan B.	High/ Ongoing	Subject to funding
6.4.10	Continue to liaise with community during festivals including SummerSalt, Narooma Oyster Festival, Granite Town, Toddler and Baby Expo, NAIDOC Week Celebrations to promote responsible behaviours.	High/ Ongoing	Subject to funding

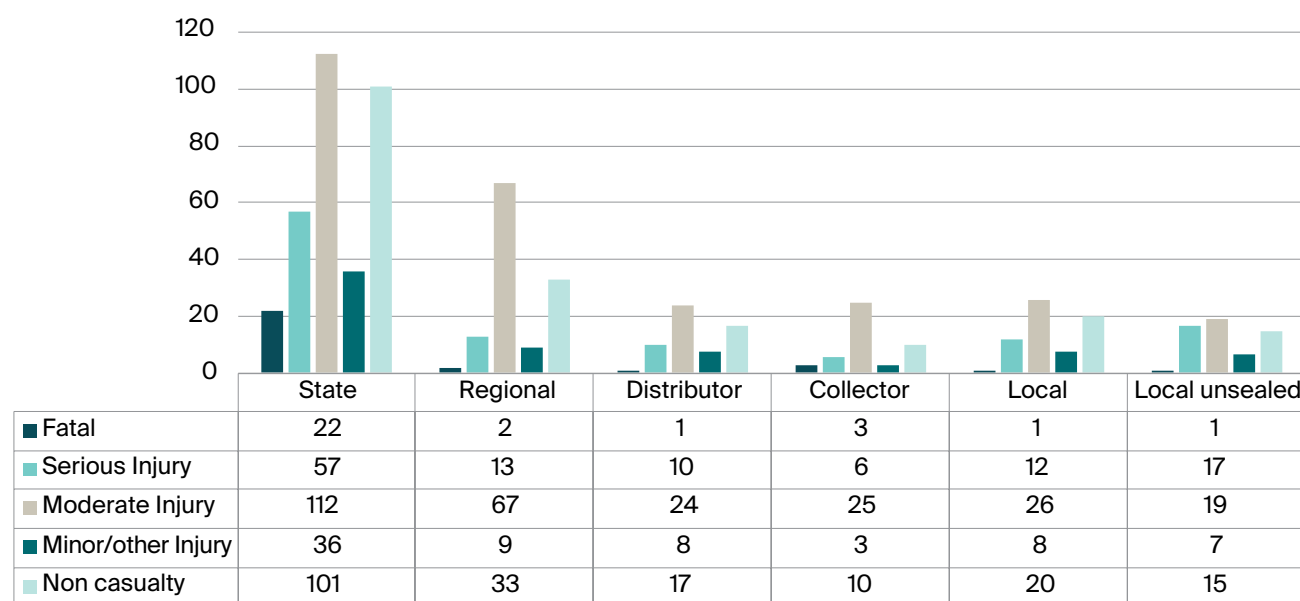
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- Eurobodalla Delivery Program 2022-2026 and Operational Plan 2023-2024
- Batemans Bay Waterfront Masterplan and Activation Strategy
- Eurobodalla Bushfire Recovery Action Plan
- Eurobodalla Resourcing Strategy 2022-2032
- Eurobodalla Community Engagement Strategy
- Eurobodalla Disability Inclusion Plan 2022
- Eurobodalla Economic Development Strategy 2019-2028
- Eurobodalla Electric Vehicle Charging Infrastructure Strategy
- Eurobodalla Climate Action Plan 2022-2032
- Eurobodalla Shire Council Grants Strategy 2024-28
- Eurobodalla Event Strategy 2019-2024
- Eurobodalla local Strategic Place Statement
- Eurobodalla Shire Council Transport Network Plan Northern Area
- Eurobodalla Pathways Strategy – Appendices
- Eurobodalla Pathways Strategy – maps
- Eurobodalla Settlement Strategy
- Mogo Adventure Trails Hub Masterplan – Part 1
- Mogo Adventure Trails Hub Masterplan – Part 2
- Mogo Village Activation Plan
- Moruya Airport Master Plan
- NSW Movement and Place Framework
- Eurobodalla Pedestrian Access and Mobility Plan – North Narooma
- Eurobodalla Pedestrian Access and Mobility Plan – Narooma site survey report
- Eurobodalla Recreation and Open Space Strategy
- Eurobodalla Resourcing Strategy 2023-2033
- SARAH Group
- Eurobodalla Tourism Wayfinding and Signage Strategy
- Virtual fence pilot program

Appendix A – crashes across Eurobodalla in the period 2018 -2023

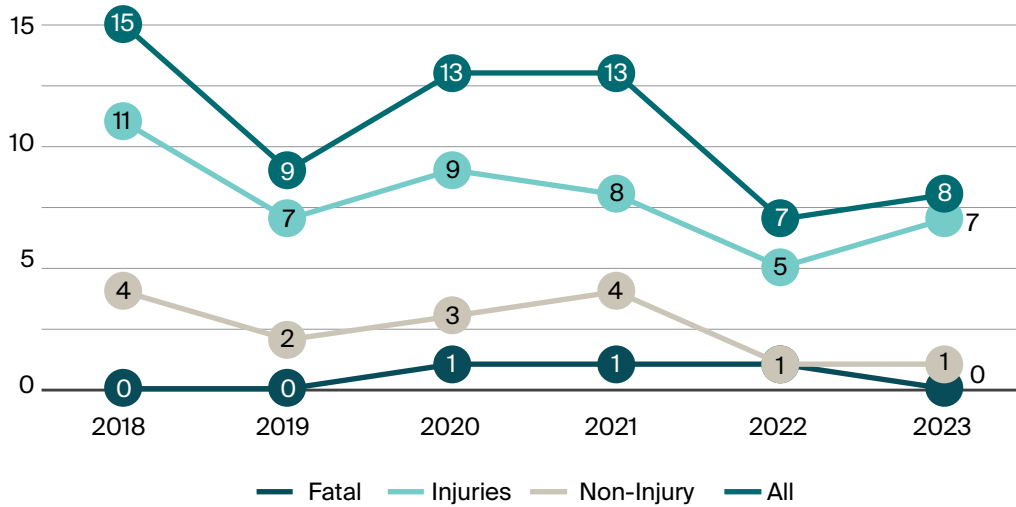
The following graphs provide additional information relating to crashes across Eurobodalla in the period 2018 -2023

All crashes by road hierarchy - Eurobodalla 2018 – 2023



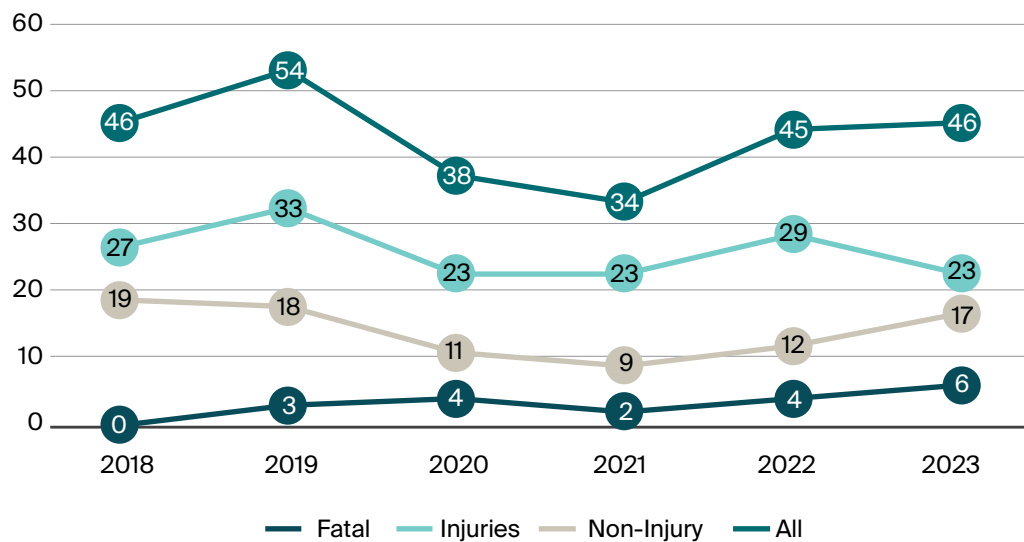
Almost half of all crashes occurred on State roads, with the highest number of fatalities and injuries across all road hierarchies.

All crashes Kings Highway 2018 – 2023



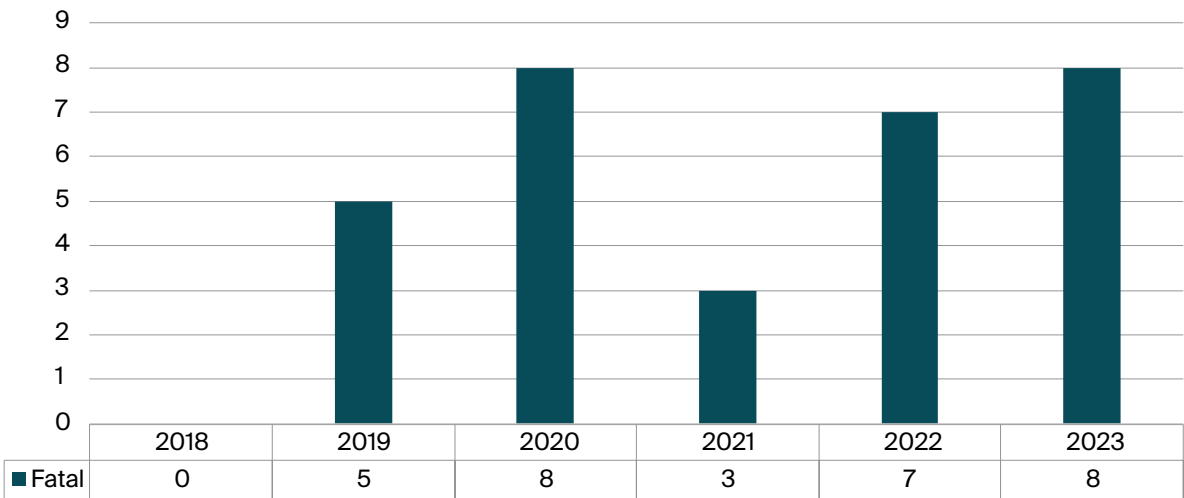
Overall crashes reduced significantly, with injury crashes reducing from 11 to 7, and with total crashes reducing from 15 to 8 for the 2018-2023 period.

All crashes Princes Highway 2018 – 2023



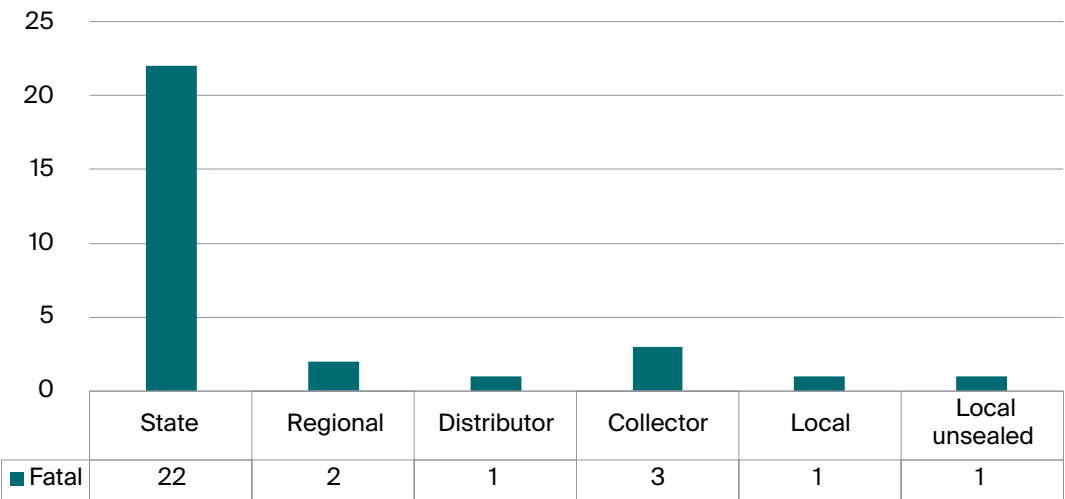
Fatal crashes increased from 0 to 6, however total crashes have remained steady with a comparison between 2018 and 2023 showing injury crashes have decreased by 14%.

Number of fatalities by year – Eurobodalla 2018-2023



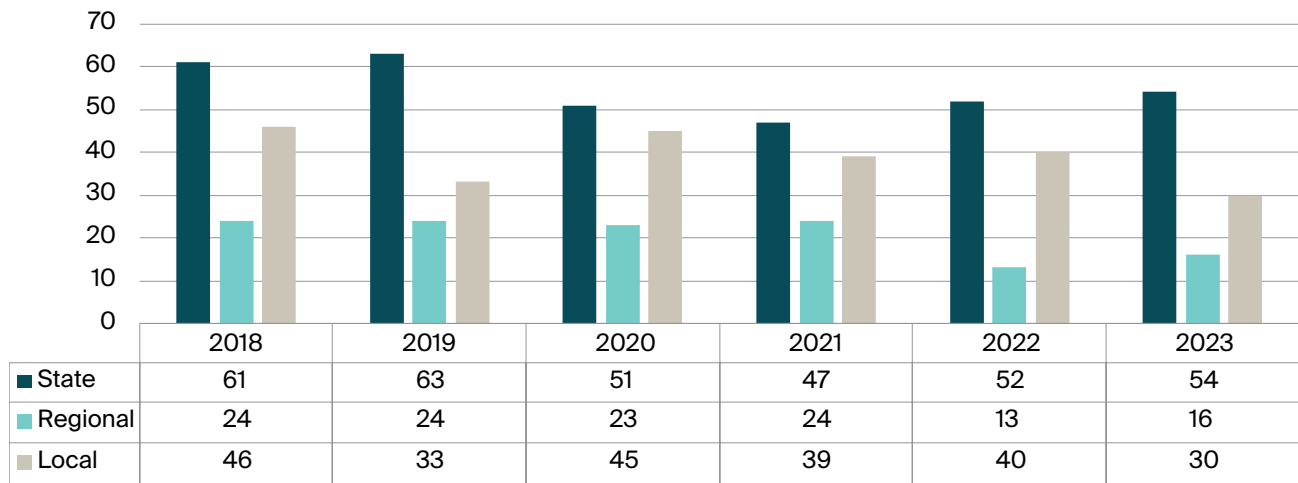
Fatal crashes rose from 0 to 8 between 2018 and 2023, with both 2020 and 2023 recording the highest number of fatalities at 8. (with 6 of these on Princes Highway).

Number fatal crashes by road hierarchy - Eurobodalla 2018 – 2023



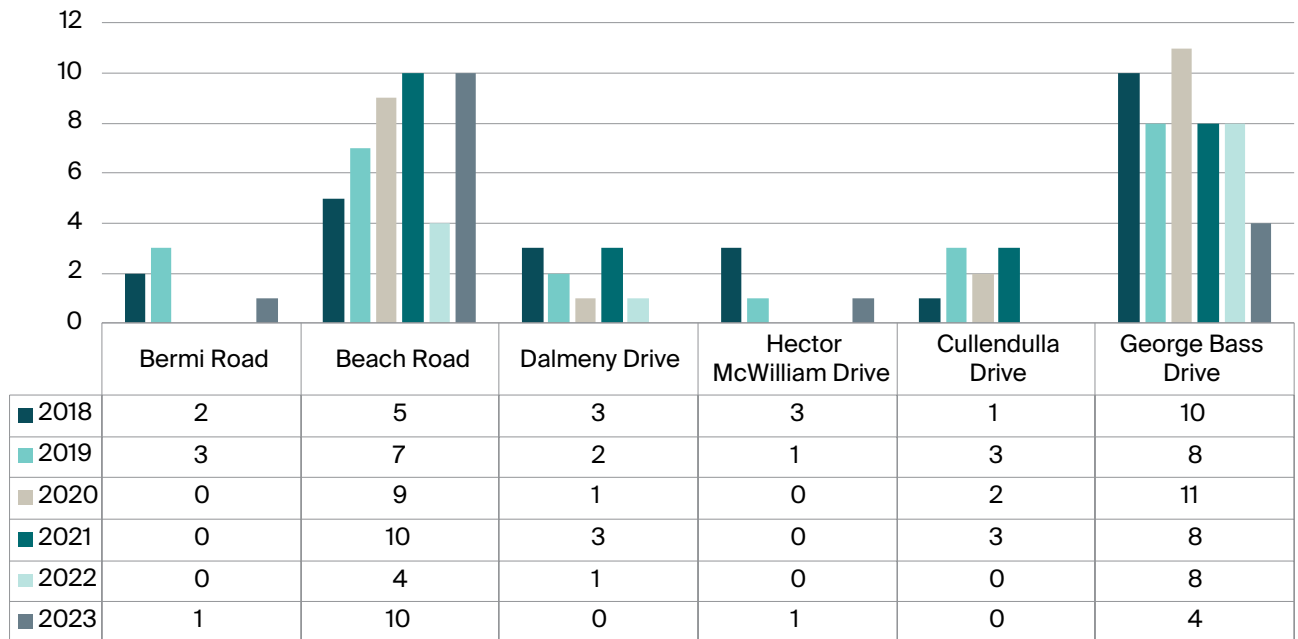
In Eurobodalla most fatal crashes (73%) occurred on State Roads.

Crashes on state, regional and local roads in Eurobodalla 2018 - 2023



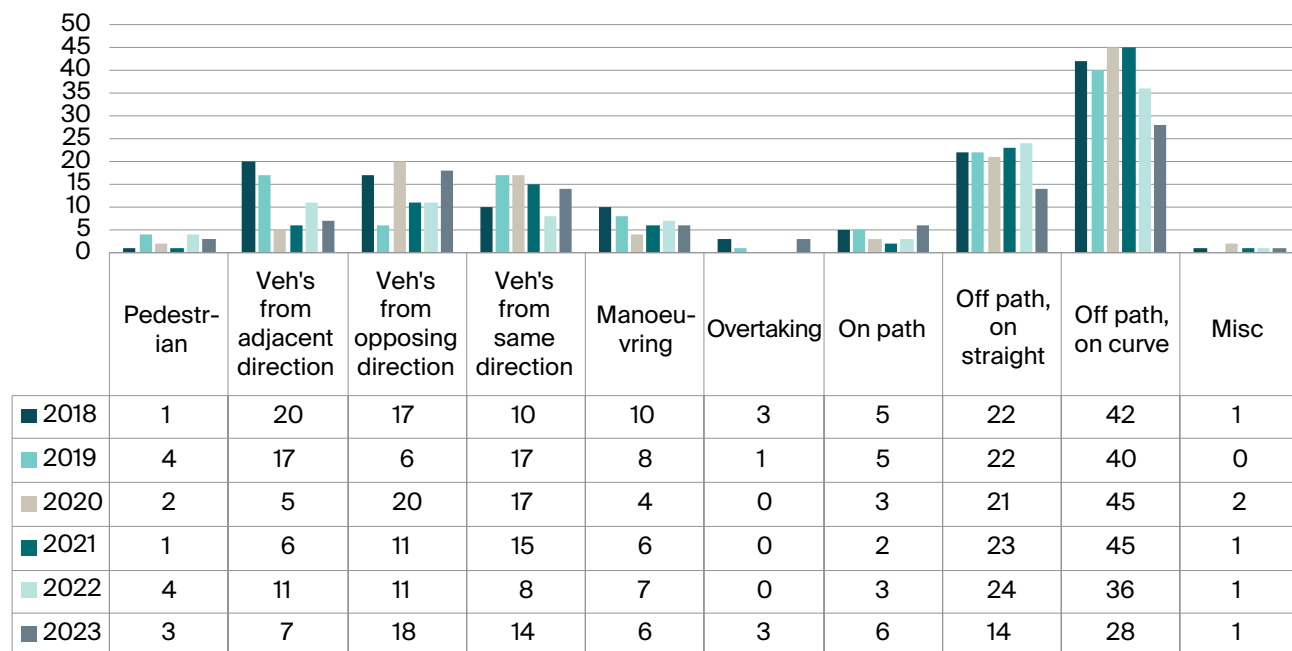
Crashes reduced from 61 to 54 on state roads, 24 to 16 on regional roads, and 46 to 30 on local roads between 2018 and 2023.

Crashes on regional roads in Eurobodalla 2018 -2023



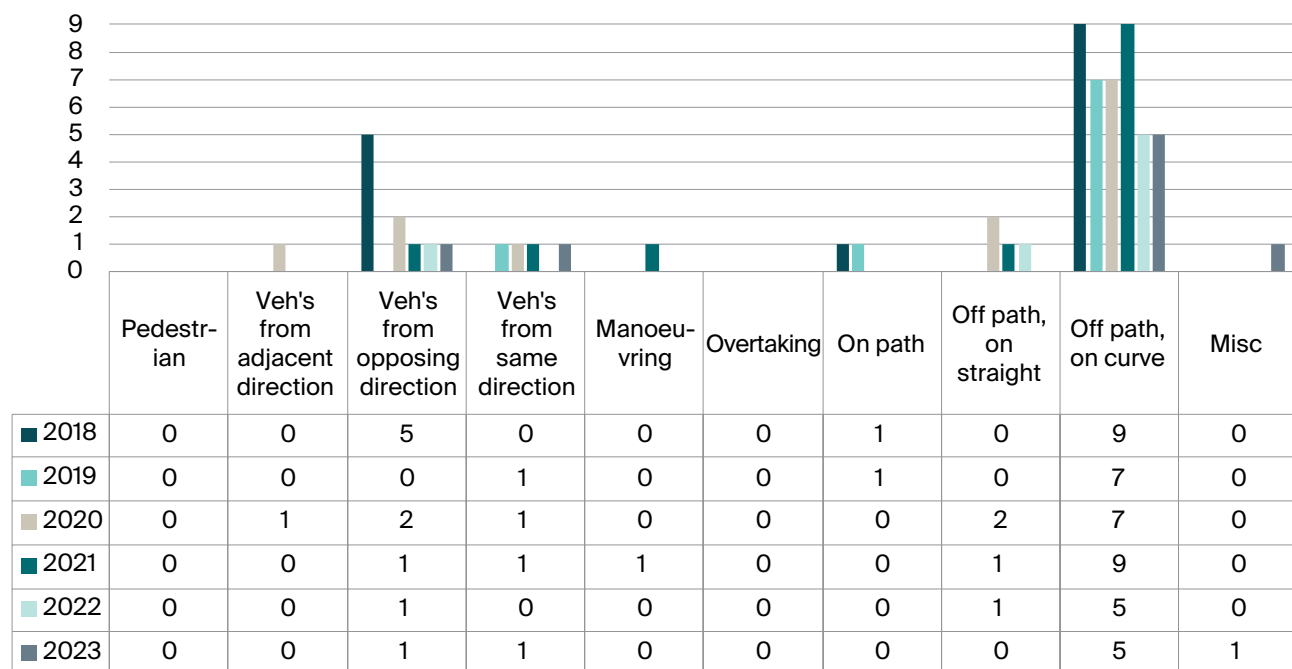
Regional road crashes varied across locations, with most crashes recorded on Beach Road increasing from 5 in 2018 to 10 in 2023, while George Bass Drive decreased from 10 to 4 over the same period.

Road user movement crashes on Eurobodalla owned and maintained roads 2018 - 2023



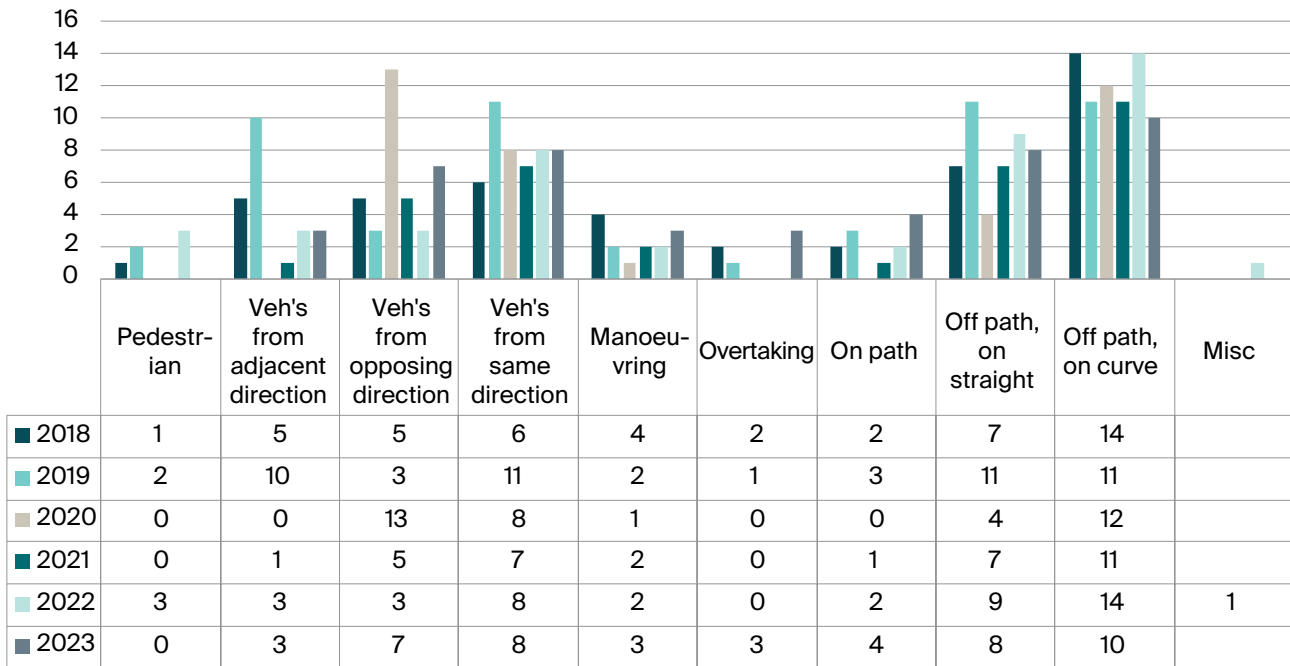
Between 2018 to 2023 the most common type of crashes on Eurobodalla roads were “Off path on curve” (34.5%) followed by “Off path on straight” and “Vehicles from opposing direction”.

Road user movement crashes on the Kings Highway 2018 - 2023



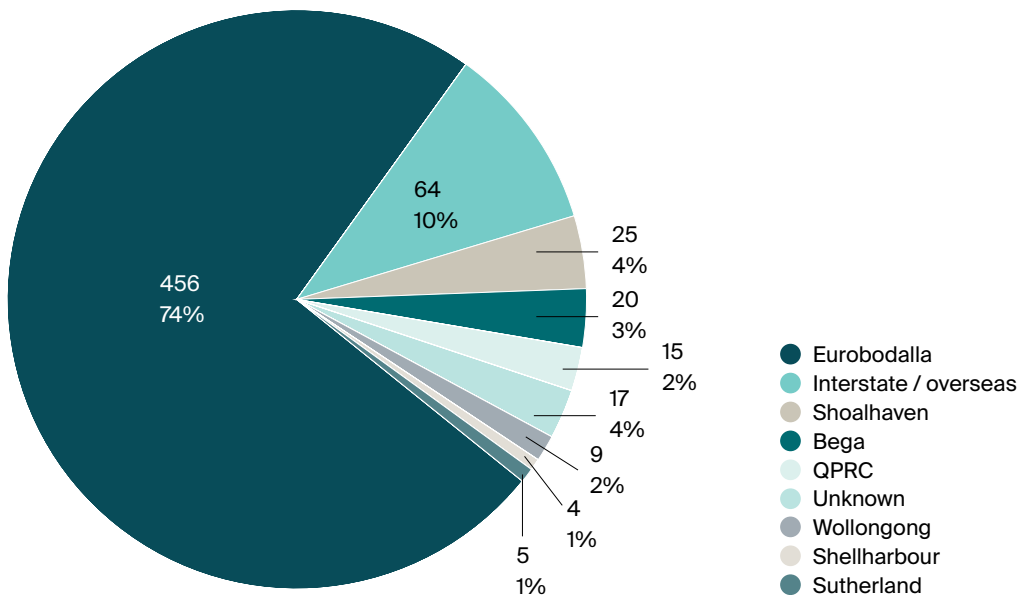
On the Kings Highway, the most common crash types were “Off-path on curve” with 26 recorded crashes followed by “Vehicles from opposing direction”.

Road user movement crashes on the Princes Highway – Eurobodalla 2018 – 2023



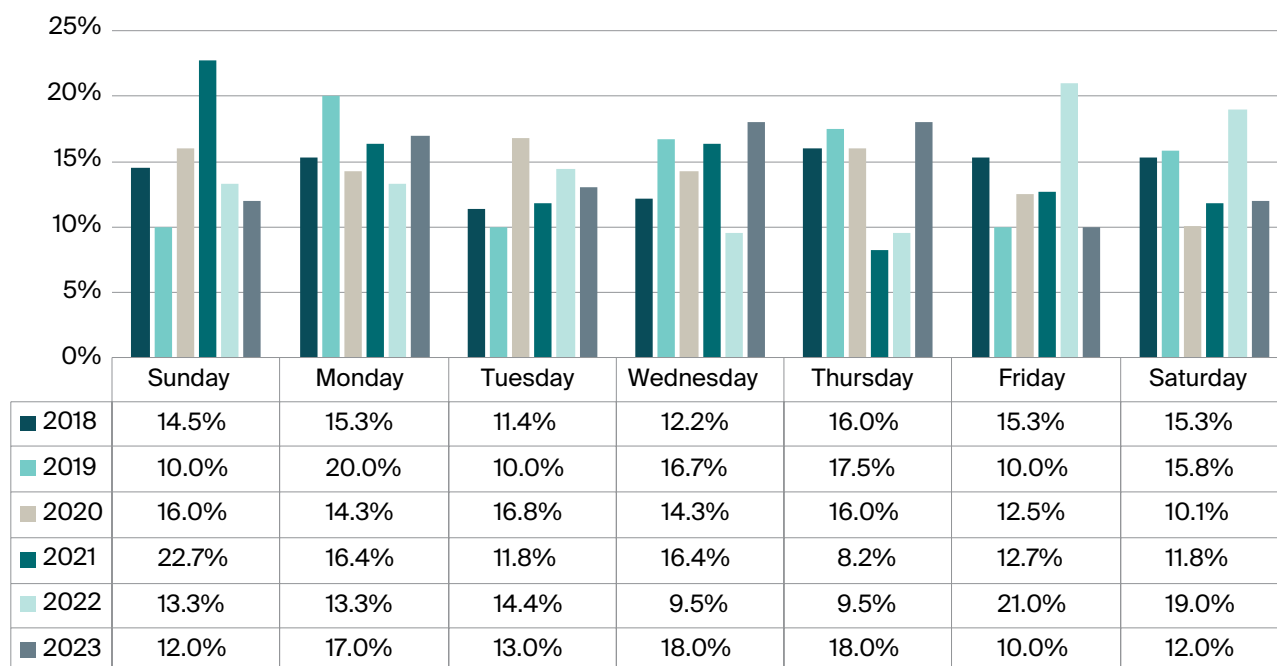
On the Princes Highway, most common crash types were “Off path on curve” consistently recorded the highest number at 72, followed by “Vehicle from same direction” recording 48 crashes.

Residential address of driver/rider crashes reported in Eurobodalla 2018 - 2023



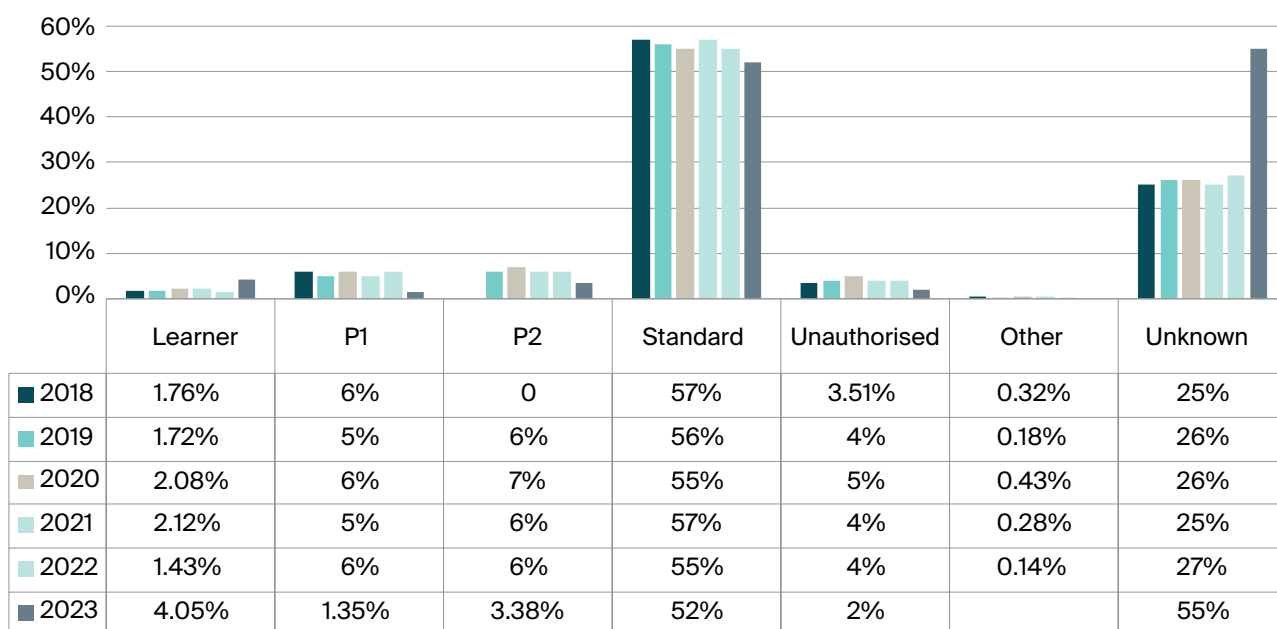
(74%) of motor vehicle controllers involved in crashes were Eurobodalla residents, with the remaining spread across nearby regions and interstate.

Crashes as per the day of the week by percentage Eurobodalla 2018 - 2023



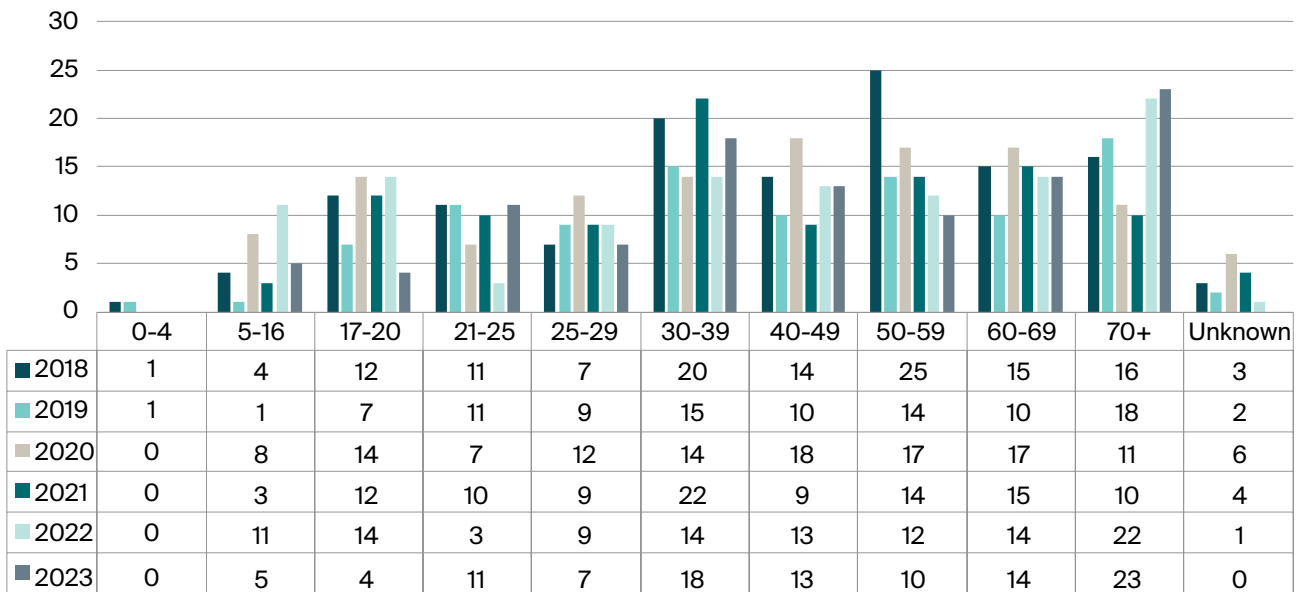
Crashes varied across the weekdays, with Monday, Thursday and Sunday often showing higher rates.

Licence status of driver involved in all reported crashes Eurobodalla 2018 - 2023



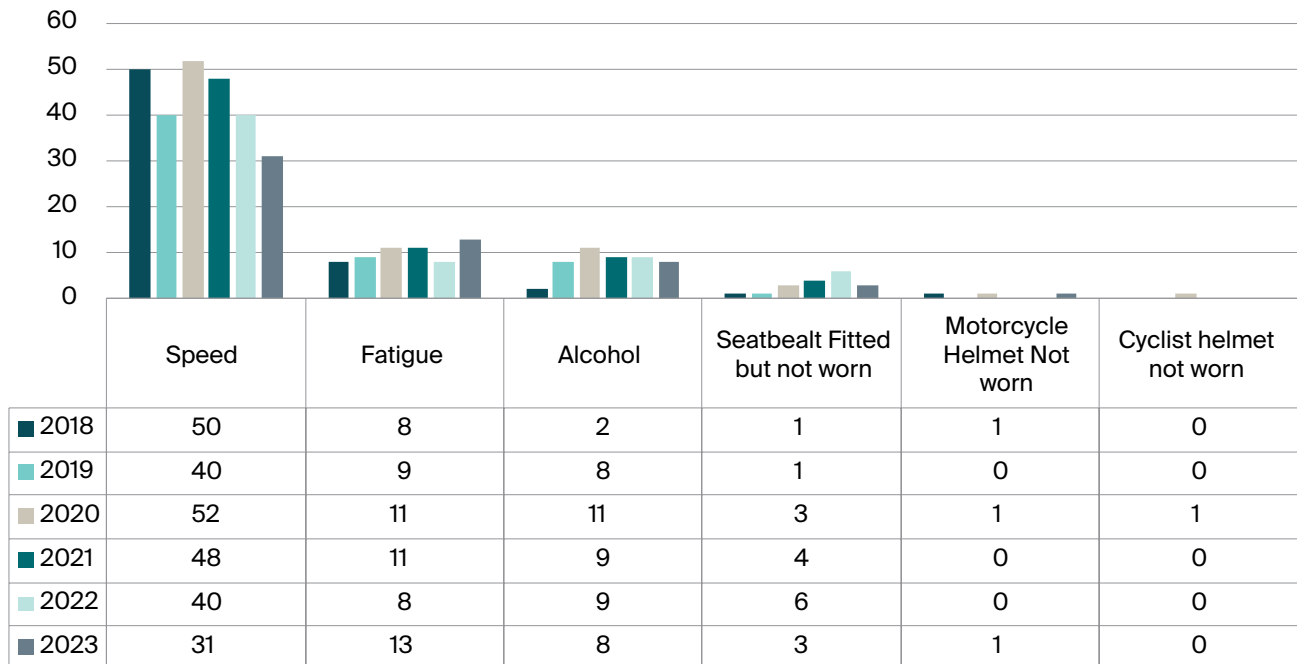
Most crashes involved drivers that held standard licenses, while the proportion of unknown license status increased to 55% in 2023.

Controllers age group – casualty crashes Eurobodalla 2018 – 2023



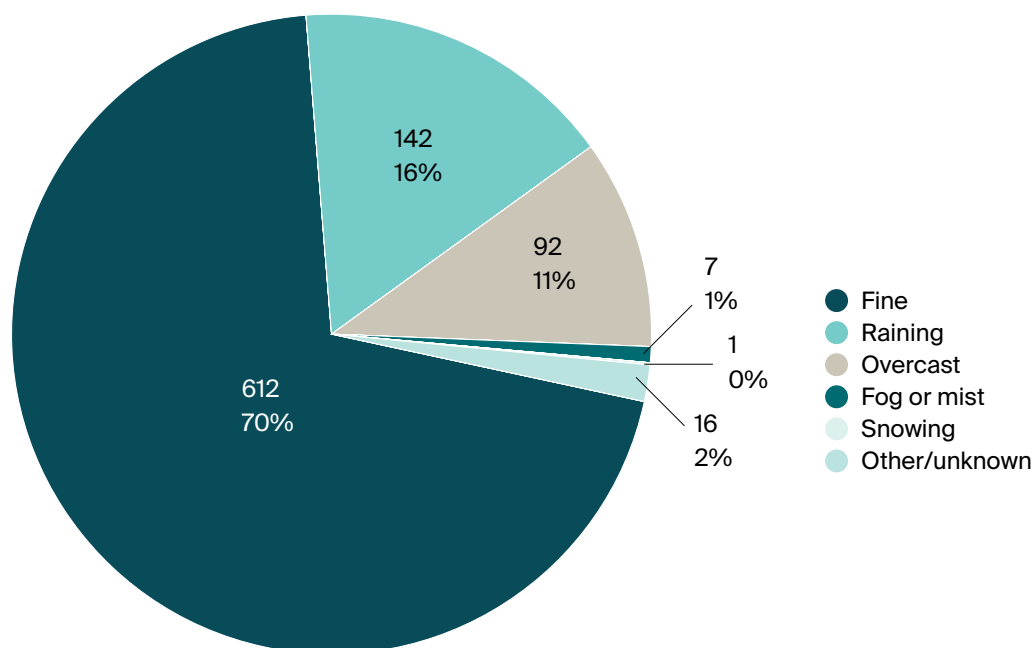
Most casualty crashes in Eurobodalla involved drivers aged 30–59, with the 30-39 group recording the highest number 103.

Known contributing factors of all crashes Eurobodalla 2018 – 2023



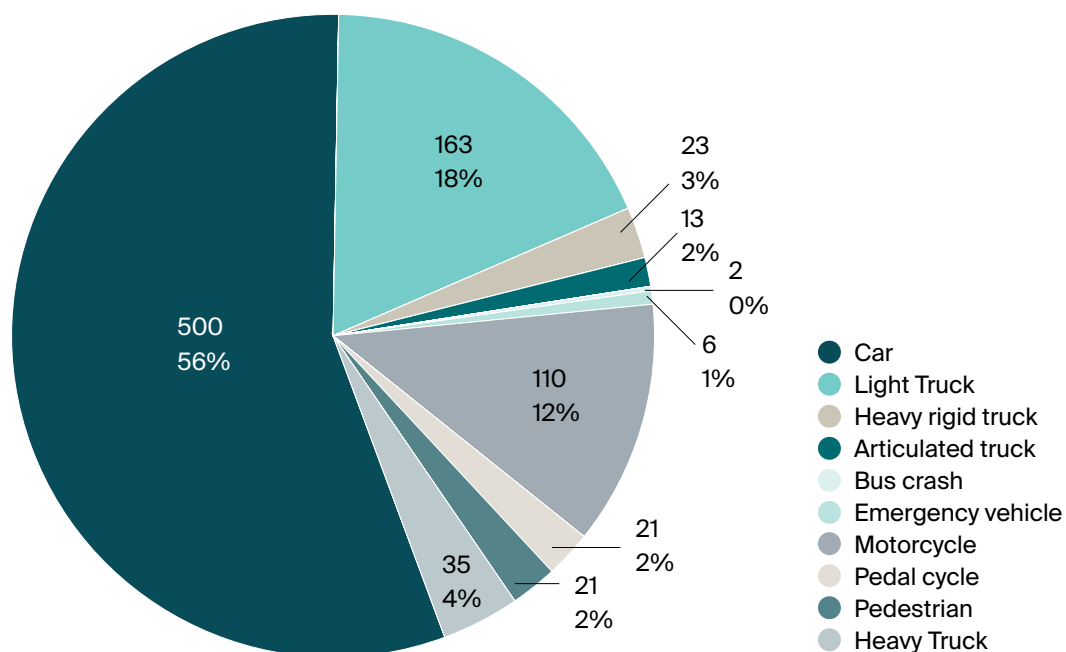
Speed is the leading causal factor, followed by fatigue and alcohol.

Weather and lighting – all crashes Eurobodalla 2018 – 2023



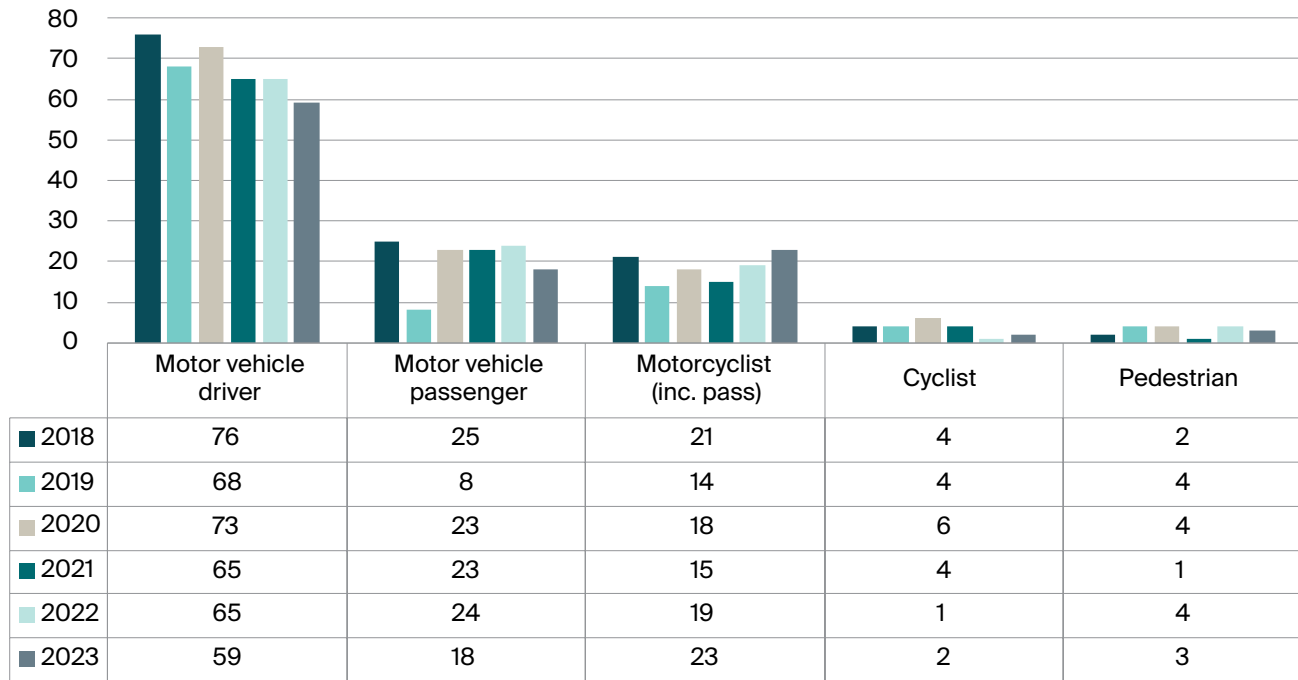
70% of crashes occurred in fine weather, with fewer crashes in rain, overcast, or foggy conditions.

All casualty crashes by user group – Eurobodalla 2018 – 2023



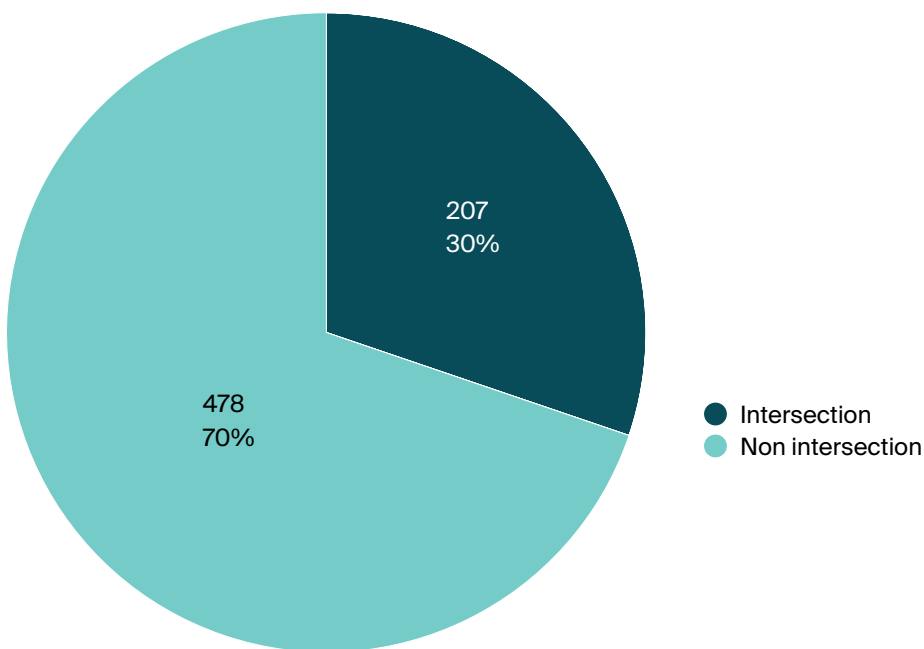
Cars were involved in the majority of casualty crashes (56%), followed by light trucks (18%) and motorcycles (12%).

All casualties by user group 2018 - 2023



Motor vehicle drivers consistently had the highest number of casualties, while cyclists and pedestrians had the lowest.

All crashes and type of location group



70% of crashes occurred at non-intersections, while 30% at intersections.

Appendix B – Survey result

Community Survey - As per the Safe System approach

From March to May 2023, the Council invited road users to share their input on road safety in the Eurobodalla through a short survey. This survey was accessible on the Council's website and in hard copy at the shire's library.

Here is what the community had to say.



Safer speeds

The community thought the speed limits were just right for

- 70.51% residential urban roads
- 56.96% shopping precincts
- 89.23% school zones
- 78.30% highway

The community thought the speed limits were too fast

- 22.65% speeds in urban areas were too fast
- 31.65% speeds in shopping precincts were too fast

Which of the following are effective in making you comply with speed limits

- 80.51% more regular speed signs
- 78.81 % visible police presence
- 68.64% mobile speed cameras
- 58.47% fixed speed cameras



Safer vehicles

- 61.02% said Council should purchase passenger vehicles with a 5-star ANCAP rating
- 53.85% said Council should purchase commuter vehicles with a 4-star ANCAP rating.

Council's responsibility for training programs for the community so drivers can familiarise themselves with the safety features in new vehicles

- 38.9% Yes
- 34.75% No
- 26.27% Unsure.

Ways Council could increase the percentage of safer vehicles on our roads

- Lobby State Government for leadership in awareness and fleet modernisation- flows through to the second-hand market.
- More EV stations for ALL EV types
- Free disposal of old cars
- Support young people in buying safer cars - guidance.

The community suggested other ways Council can foster road safety culture:

- Separate cyclists from cars.
- Speed reducing interventions and design.
- Education on sharing the road with vulnerable users like motorcyclists, cyclists and pedestrians.
- More crossing points.
- More publicity of crash stats not just fatalities.
- Animal crossings, understand animal behaviour around roads.
- Low speeds on urban roads.
- Improving paths for pedestrians.
- Extend the pathway network and install more “1.5 metre matters” signs.
- Fix potholes.
- Safe access for school children to ride or walk to school.
- Work with bus companies and schools to foster bus behaviour.
- Education for P platers – not invincible.
- Encourage consideration *by* all road users *for* all users.



Safer roads

How Council could make Eurobodalla roads safer:

- 34.6% road maintenance and infrastructure
- 26.9% traffic management and safety
- 19.2% active public transport
- 11.5% education and behavioural change
- 3.8% community involvement
- 4% other.

We asked the community for their thoughts on how Council is supporting road safety.

- 86.75% said Council was advocating for funds to upgrade roads within the Eurobodalla.
- 80.72% said Council was maintaining local and regional roads
- 73.49% said Council was maintaining pathway networks.



Safer people

Which of the following initiatives do you think help foster a road safety culture, ranked responses.

- 86.13% is for promoting understanding on sharing the road with vulnerable users
- 83.19% is for working with school communities to improve road safety for children.
- 81.09% is for promoting understanding of shared road use with heavy vehicles.
- 79.41% is for developing education programs targeting risky behaviors.
- 70.59% is for discouraging drink driving with educational campaigns.

