Attachments

UNDER SEPARATE COVER
ORDINARY COUNCIL MEETING

6:00PM, TUESDAY, 24 February, 2026

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COOTAMUNDRA-GUNDAGAI REGIONAL COUNCIL ROAD SAFETY ACTION PLAN

2026 - 2030

Approved by	Council resolution or GM		Date	Description	Resolution Number
Responsible Officer	Road Safety Officer				
Council Service Unit	Civil Works			Presented to the GM & Management for review	
Next Review Date	1 January 2030				
RELEVANCE TO COMMUNITY STRATEGIC PLAN	5.1 Known for our good road network			Presented to Council for Adoption	

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EXECUTIVE SUMMARY

The Cootamundra–Gundagai Regional Council (CGRC) Road Safety Action Plan 2026–2030 outlines a coordinated and forward-looking approach to improving safety across the region's road network. It acknowledges the unique challenges of a predominantly rural area, including high-speed regional roads, significant heavy-vehicle movements, and the vulnerability of communities who rely on long-distance travel for work, education, and essential services. The plan is underpinned by a commitment to reducing fatalities and serious injuries through strengthened infrastructure, enhanced community awareness, and the promotion of safer behaviours among all road users.

Central to the plan is the use of evidence-based interventions that respond directly to local crash trends and identified risk factors. Key focus areas include treating high-risk locations, improving signage and line-marking, and supporting engineering solutions that make the road environment more forgiving of human error. The plan also highlights the importance of education and engagement, working with schools, community organisations, and local industries to promote safer driving behaviours—particularly in relation to speeding, fatigue, impaired driving, and seatbelt use.

This action plan reinforces CGRC's commitment to the Safe System approach, recognising that road safety is a shared responsibility across government, industry, and the community. Through strengthened enforcement partnerships, targeted communication campaigns, and continuous monitoring of crash data, the plan aims to build a safer and more resilient transport network. Ultimately, it provides a clear and practical pathway for CGRC to reduce road trauma, support healthier and more connected communities, and ensure that residents and visitors can travel safely and confidently throughout the region.

The overarching aim of the Road Safety Action Plan is to improve safety for all users of Cootamundra- Gundagai Regional Council's (CGRC) road network by reducing road trauma and its impacts on the community. This document supports and builds on the Community Strategic Plan, Operational Plan and Delivery Program to continue addressing key road safety challenges within the shire.
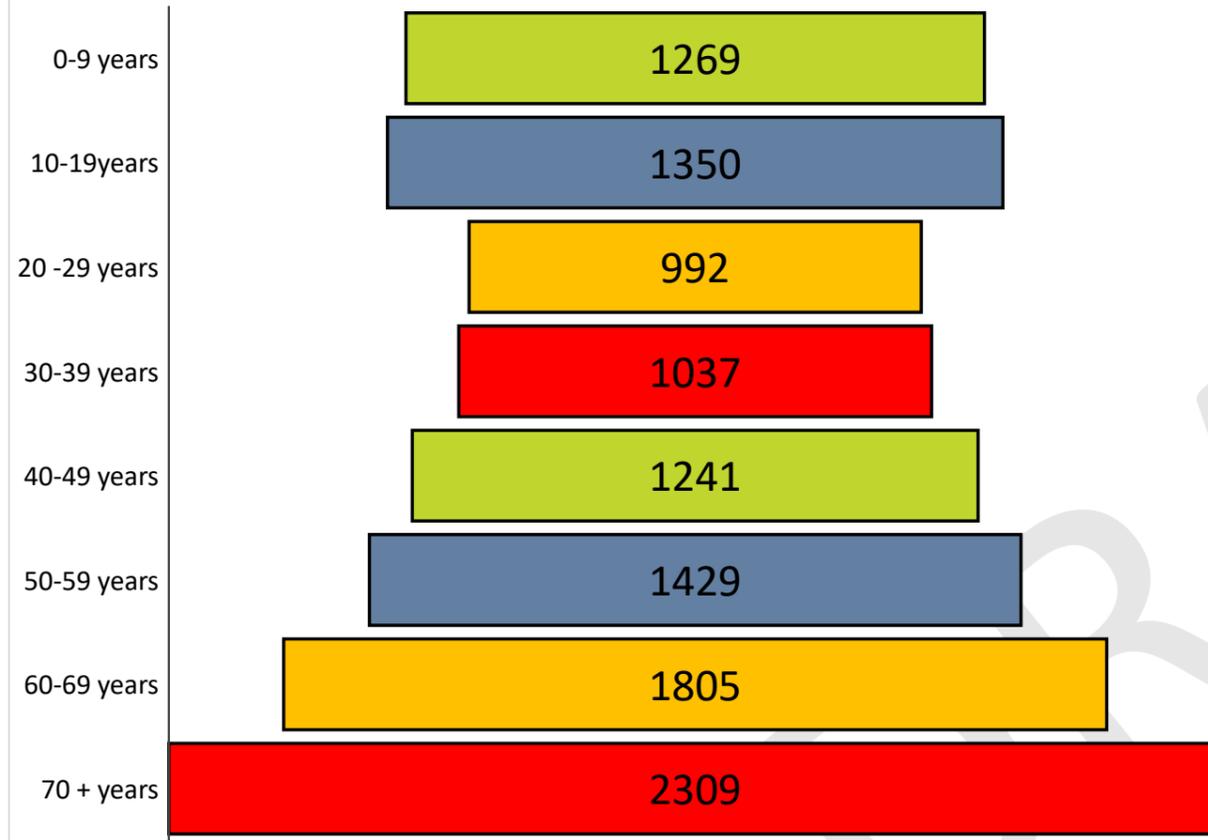
COMMUNITY PROFILE

Populated Places
- Town
- Village
- Rural Community

Transport
- National Road
- State Road
- Regional Road
- Local Road
- Railway

1:600,000

CGRC local government area is located within the Southwest Slopes and Riverina regions of New South Wales, positioned approximately 390 kilometres south-west of the Sydney CBD and 95 kilometres north-west of the Canberra CBD. Covering 3,981 square kilometres, the area includes the major towns of Cootamundra and Gundagai and the surrounding villages of Coolac, Adjungbilly, Muttama, Wallendbeen, Stockinbingal, Nangus and Tumblong.
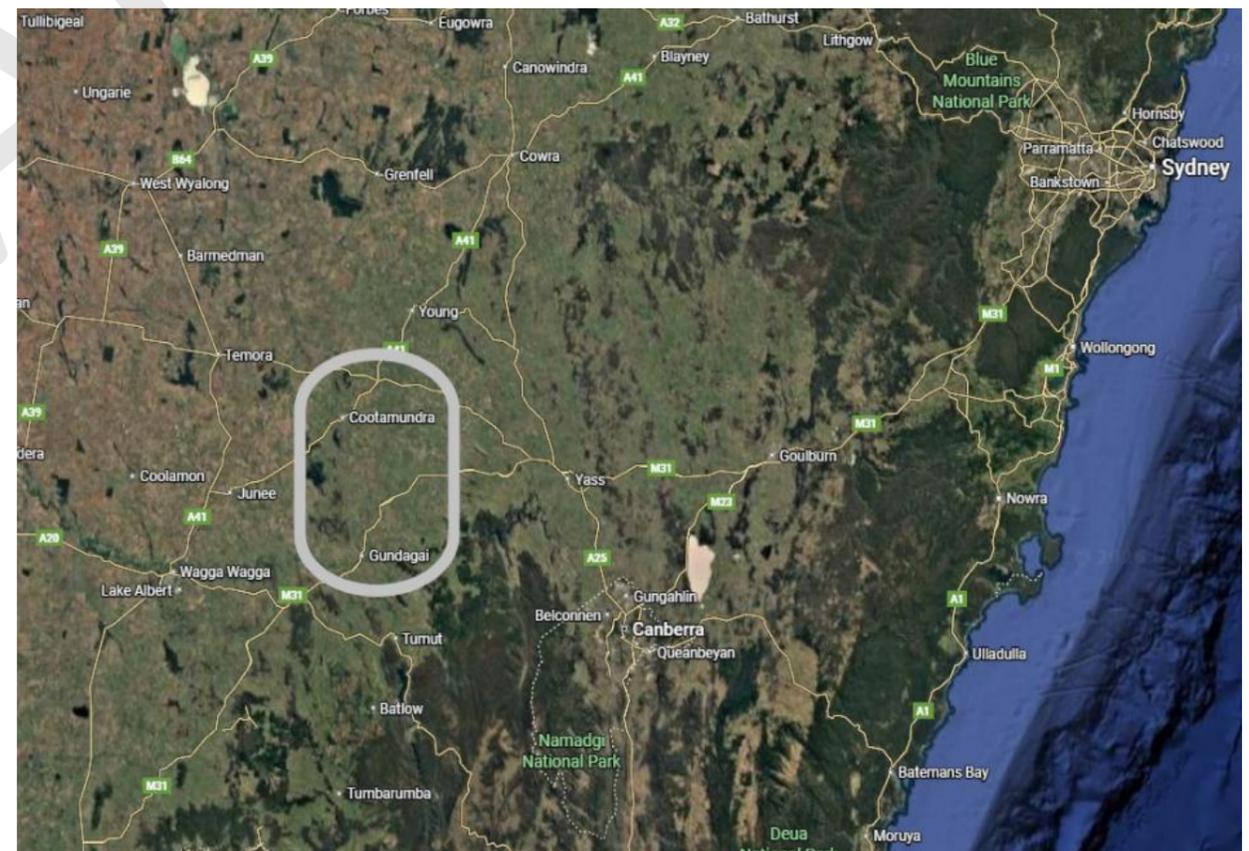
CGRC manages an extensive transport asset network that plays a critical role in supporting community access, economic activity and regional connectivity. Council maintains 34.8 kilometres of constructed footpaths, 131.9 kilometres of kerb and guttering, 710.4 kilometres of sealed roads, 606.5 kilometres of unsealed roads and 57 bridge structures. Maintaining these assets to a high standard is essential to ensuring the safety, reliability and resilience of the region's transport network for residents, visitors and industry.

CGRC Population by Age Group

Age Group	Population
0-9 years	1269
10-19 years	1350
20-29 years	992
30-39 years	1037
40-49 years	1241
50-59 years	1429
60-69 years	1805
70 + years	2309

CGRC benefits from its strategic location and strong transport connections to major centres including Wagga Wagga, Canberra, Sydney and Melbourne. The region is serviced by key highway corridors, twice-daily passenger rail services to Sydney and Melbourne, and regular coach services linking the community to regional destinations. This high level of connectivity supports community mobility, strengthens economic links and provides essential access to services, employment and freight routes across the wider region.
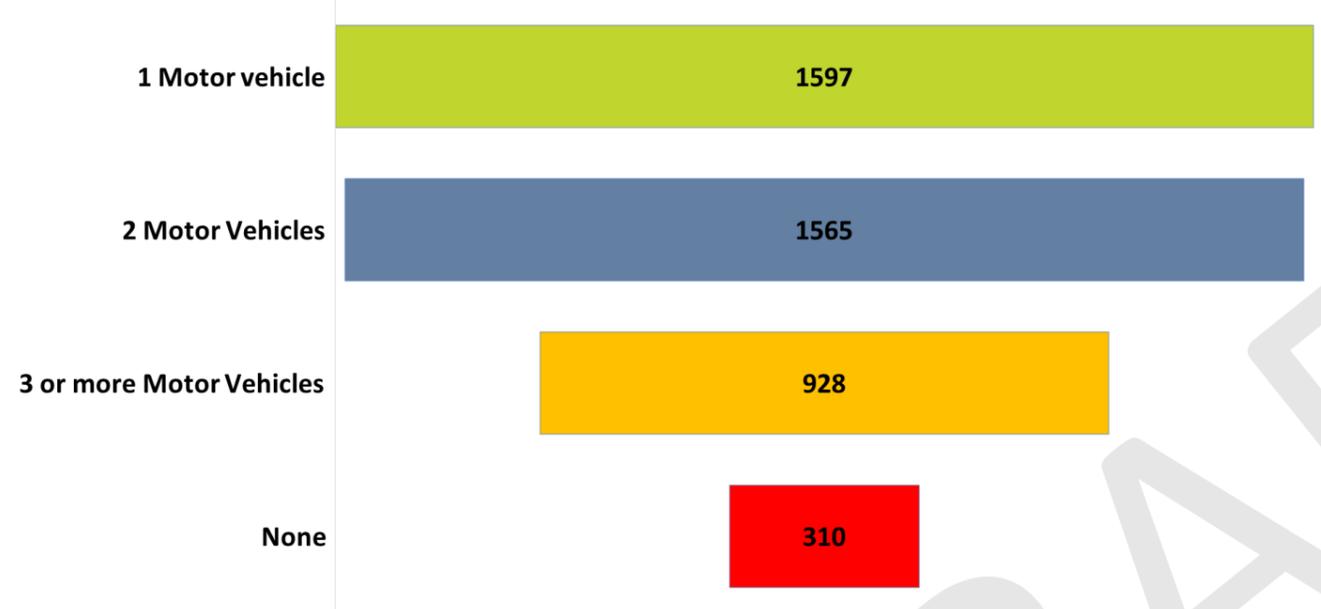
CGRC has an estimated resident population of 11,403 (ABS ERP 2021), with agriculture, manufacturing and health services forming the foundation of the local economy. In recent years, population growth is expected to have increased significantly following the reopening of the Cootamundra Abattoir, which has contributed to renewed employment opportunities and increased economic activity across the region.

Number of Registered Motor Vehicles

Category	Value
1 Motor vehicle	1597
2 Motor Vehicles	1565
3 or more Motor Vehicles	928
None	310

Method of Travel to Work

Category	Value
Driver	2920
Passenger	259
Walked	218
Truck	66
Did not attend Work	393
Worked from Home	467
Public Transport	42

Main Industries of Employment

Category	Value
Aged Care Residential Services	184
Supermarket and Grocery Stores	179
Meat Processing	177
Sheep and Cattle Farming	265

OUR PLACE.
OUR FUTURE.

2025 Four Year Delivery Program

CGRC ROAD SAFETY VISION

The Delivery Program plays a critical role in connecting the Community Strategic Plan (CSP) to Council's on-the-ground actions, and its relevance to the Road Safety Action Plan is significant. As the key medium-term planning document, the Delivery Program outlines Council's commitments for the four-year term and translates community priorities into practical, accountable activities. Embedding road safety initiatives within the Delivery Program ensures that the objectives of this Road Safety Action Plan are formally recognised, adequately resourced, and monitored through established performance frameworks. This alignment strengthens Council's capacity to deliver evidence-based interventions, supports transparent reporting, and ensures that road safety remains an integrated and measurable component of Council's broader strategic agenda.

CGRC Strategic Documents

Where do we want to be	How will we get there	Council's role	Partners
5.1 Known for our good road network	5.1a Revising the asset management plan 5.1b Prioritising access road maintenance and future development to provide safe and efficient road and pathway network 5.1c Considering alternate/additional road maintenance partners 5.1d Work with partners to improve access to public and community transport 5.1e Improve passenger and freight transport connections in the region 5.1f Ensure consistent maintenance and upgrades to road network in Villages	Leader Partner Advocate	• Telstra/telecomunications provider • Road maintenance contractors • Other contractors • Community Service providers
5.2 Easily accessible from major cities and other regional towns	5.2a Feasibility study/masterplan for development of Cootamundra airport into a true regional airport facilitating visitors, business, health services, and managing emergencies 5.2b Improve Road conditions across the region, and advocate to improve access to regional cities and connection out of the region 5.2c Establish linked network of pedestrian footpaths and cycle paths through continued extension and upgrade of pedestrian and cycle paths 5.2d Seek funding to further enable electric charging infrastructure	Leader Partner Advocate	• NSW and Australian governments • Murrumbidgee Local Area Health • Cootamundra Airport • Cootamundra Tourism Group • Business Chambers • Transport for NSW • RMS • Neighboring Rail Trails
5.3 Secure Cootamundra as an Inland Port location serving to transfer rail freight between the Inland Rail and Sydney-Melbourne line	5.3a Target opportunities for new freight and logistics facilities in the area that maximise the use of available industrial land, access to transport and specific labour market requirements 5.3b Identify, coordinate and prioritise the delivery of local road projects that help support the regional freight network 5.3c Attend State agency and local government area roundtable meetings to achieve better regional planning outcomes, and to ensure a collaborative approach across the region 5.3d Implement actions from Villages Strategy which target industrial and freight development	Leader Partner Advocate	• NSW Government • Freight and Logistic providers • Transport Providers • Local businesses and business partnerships

Outcomes	Measure	Source
A safe, sustainable and efficient road and pathway network	• Community satisfaction with the safety of the road network in their town or village and across the region • Community satisfaction with the condition of the road network in their town or village and across the region	• Cootamundra-Gundagai Regional Council community survey
Better connectivity between towns villages, other regions, major cities and other states	• Community satisfaction with connectivity • Increased opportunity for Council	• NSW Government • Cootamundra-Gundagai Regional Council Community survey • Federal Government

The Road Safety Action Plan aligns closely with CGRC's 2025-2035 Community Strategic Plan (CSP). The CSP sets out the community's long-term vision by balancing community expectations with the priorities and responsibilities Council must address. As the highest level of strategic planning undertaken by local government, the CSP provides the overarching direction for Council's actions over the next ten years, and this Road Safety Action Plan builds on that foundation by translating those broader aspirations into targeted, evidence-based initiatives that improve safety across the region.

CGRC
Delivery Program

Objective 5.1: Known for our good road network

No.	Strategy	No.	Delivery Program Activities	Measure of Success	Responsible Department
5.1a	Revising the asset management plan	5.1a(1)	Align Council's Assets and Civil Works Departments works programs	• Consolidated asset maintenance schedule in place • Assets upgraded based on condition and priority rating	• Engineering
5.1b	Prioritising access road maintenance and future development to provide safe and efficient road and pathway network	5.1b(1)	Deliver road safety awareness projects targeted at problems identified through crash data, police information, council staff, community groups, businesses, schools and wider community	• High levels of engagement between Council's Road Safety Officer and key stakeholders • Delivery of local road safety projects	• Engineering
		5.1b(2)	Deliver annual resealing program	• Resealing program delivered and reported	• Engineering
		5.1b(3)	Ensure consistent maintenance and upgrades to road network in villages	• Roads maintained	• Engineerig
5.1c	Considering alternate / additional road maintenance partners	5.1c(1)	Council will review road maintenance contracts and consider opportunities to tender major works to ensure road maintenance is delivered efficiently	• Community satisfaction with roads • Roads constructed and upgraded to appropriate Australian Standards	• Engineering
5.1d	Improve passenger and freight transport connections in the region	5.1e(1)	Council will perform an advocacy role and liaise with government departments and private transport operators on a needs basis with updates to be provided on a yearly	• Improved passenger and freight transport connections within the region	• Sustainable Development • Engineering Cootamundra Gundagai
		5.1e(2)	Identify freight routes for heavier vehicles	• Freight routes identified and implemented	• Sustainable Development • Engineering

Objective 5.2: Easily accessible from major cities and other regional towns

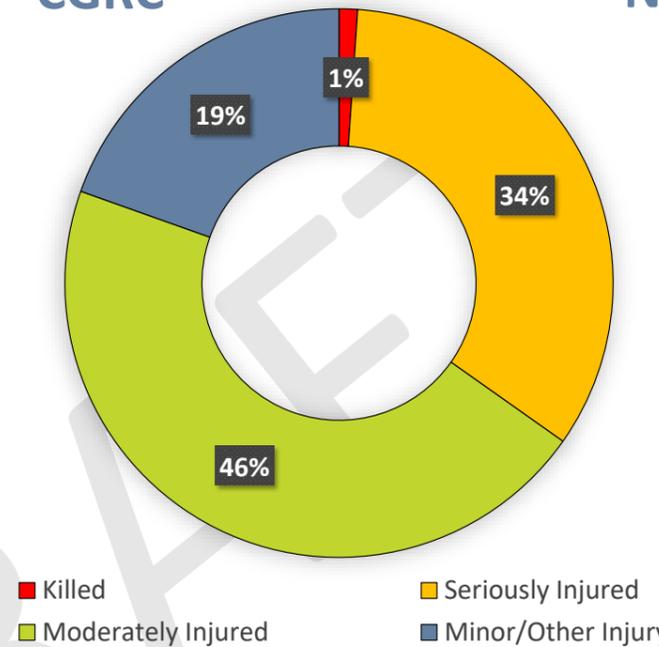| No.	Strategy	No.	Delivery Program Activities	Measure of Success	Responsible Department
5.2a	Feasibility study/ masterplan for development of Cootamundra airport into a true regional airport facilitating visitors, business, health services, and managing emergencies	5.2a(1)	Develop feasibility study/ masterplan for Cootamundra Aerodrome, with consideration to revenue generating opportunities, and long-term commercial activities	• Feasibility study / master planning commenced	• Facilities • Development, Building and Compliance
5.2b	Improve road conditions across the region, and advocate to improve access to regional cities and connection out of the region	5.2b(1)	Continue implementing the fixing local roads program	• Local roads resealed • Community satisfaction with road condition	• Engineering Cootamundra Gundagai
		5.2b(2)	Seek funding for upgrades to Stockinbingal and Muttama Roads	• Funding sourced and secured for road upgrade	• Engineering Cootamundra Gundagai
		5.2b(3)	Deliver Bridge Replacement Program	• Bridges replaced in line with program	• Engineering Cootamundra Gundagai
		5.2b(4)	Seek funding to build a bridge over low level causeway at Muttama	• Seek sourced • Plan developed	• Engineering Gundagai
		5.2b (4)	Work with partners to improve access to public and community transport	• Improved and expanded public and community transport within the region	• Business
5.2c	Establish linked network of pedestrian footpaths and cycle paths through continued extension and upgrade of pedestrian and cycle paths	5.2c(1)	Develop program to identify and target curb and gutter upgrades	• Program established and curb and gutter upgrades in process	• Engineering
		5.2c(2)	Continue to update cycleway and pedestrian access plan for the region	• Plan reviewed • Works commenced • Seek funding opportunities for upgrades and works	• Engineering
		5.2c(3)	Deliver footpath extensions and safe footpath / disabled access	• Footpaths extended • Safe walking path established in Stockinbingal between school, recreational ground, King George Park and the Post Office • Disabled access addressed across footpath replacement program with access to community facilities prioritised (i.e. Stockinbingal and Wallendbeen Halls)	• Engineering Cootamundra Gundagai
5.2d	Seek funding to enable electric charging infrastructure	5.2d(1)	Investigate funding opportunities for installation of electric car charging facilities in Gundagai	• Funding secured • Charging stations installed	• Regional Services Gundagai

CGRC CRASH DATA ANALYSIS 2020-2024

Transport for NSW provides Council with ratified crash statistics spanning a ten-year period, which Council then analyses over a focused five-year timeframe to identify emerging trends and areas of concern within the local government area. The current dataset, covering 1 January 2020 to 31 December 2024, offers a robust evidence base for assessing local risk patterns and informing the development of targeted community education and road safety campaigns. This detailed analysis enables Council to prioritise interventions that address the predominant crash factors and behaviours contributing to road trauma across the region. Importantly, the five-year trend shows that both the number of crashes and the number of casualties have increased across the CGRC area. This escalation indicates that not only are incidents becoming more frequent, but their severity is also intensifying. The rise in road trauma places increasing pressure on local emergency services, healthcare facilities, and community support networks, all of which face greater demand in a rural setting. The impacts extend beyond the immediate aftermath of a crash: long-term injuries, psychological trauma, economic disruption, and reduced community wellbeing all contribute to a broader social and financial burden. These trends reinforce the need for evidence-based, proactive interventions that improve safety outcomes and reduce the growing impacts of crashes on the community.

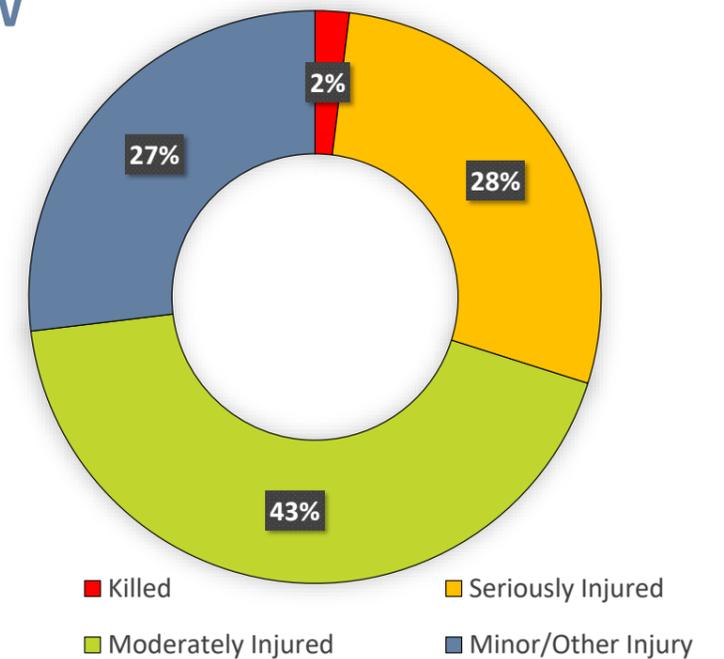| Year	CRASHES	CASUALTIES
2024	56	44
2023	52	34
2022	58	32
2021	44	40
2020	44	34
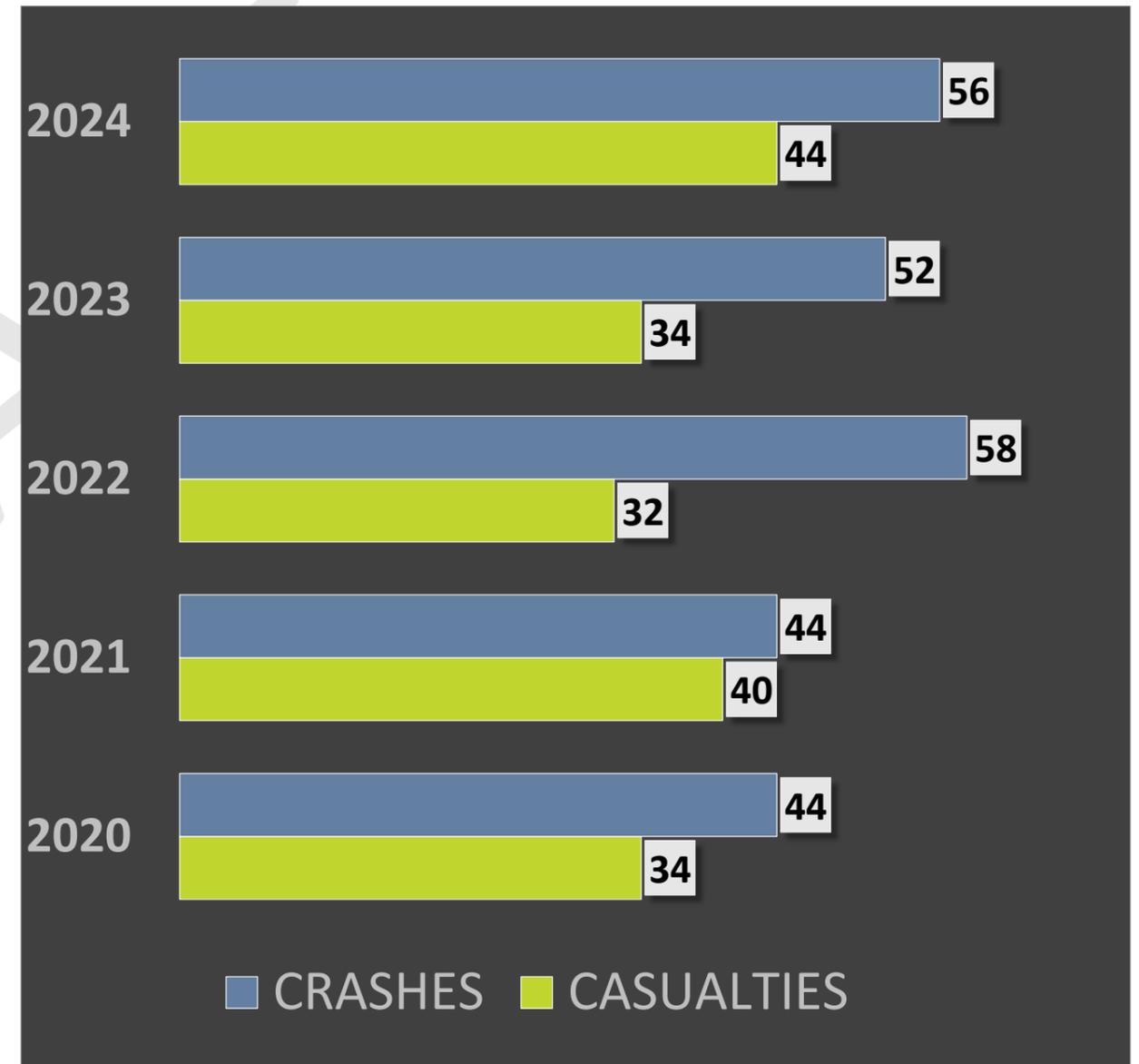
Crashes are categorised by type, the number of people involved, and the severity of injuries sustained. Injury severity is classified as fatal (death within 30 days as a direct result of the crash), seriously injured (hospital admission within two days without death within 30 days), moderately injured (presentation to an emergency department without subsequent admission or death within 30 days), and minor or other injury (no medical treatment required within 30 days).

Within the CGRC area, 254 crashes were recorded, resulting in 2 fatalities and 184 casualties. Of these casualties, 62 people were seriously injured and 84 sustained moderate injuries. Compared with NSW overall, CGRC reported a lower proportion of fatal crashes (1% vs 2% statewide) but a higher proportion of serious-injury outcomes (34% vs 28%). This profile indicates a comparatively lower fatality rate but a more severe injury mix, underscoring the need for strategies that reduce crash forces and improve survivability across the network.
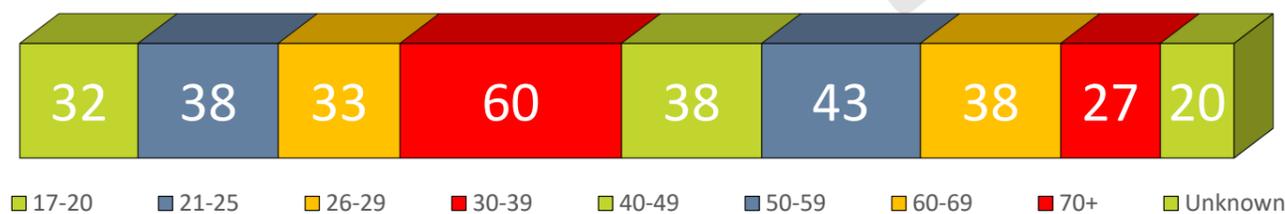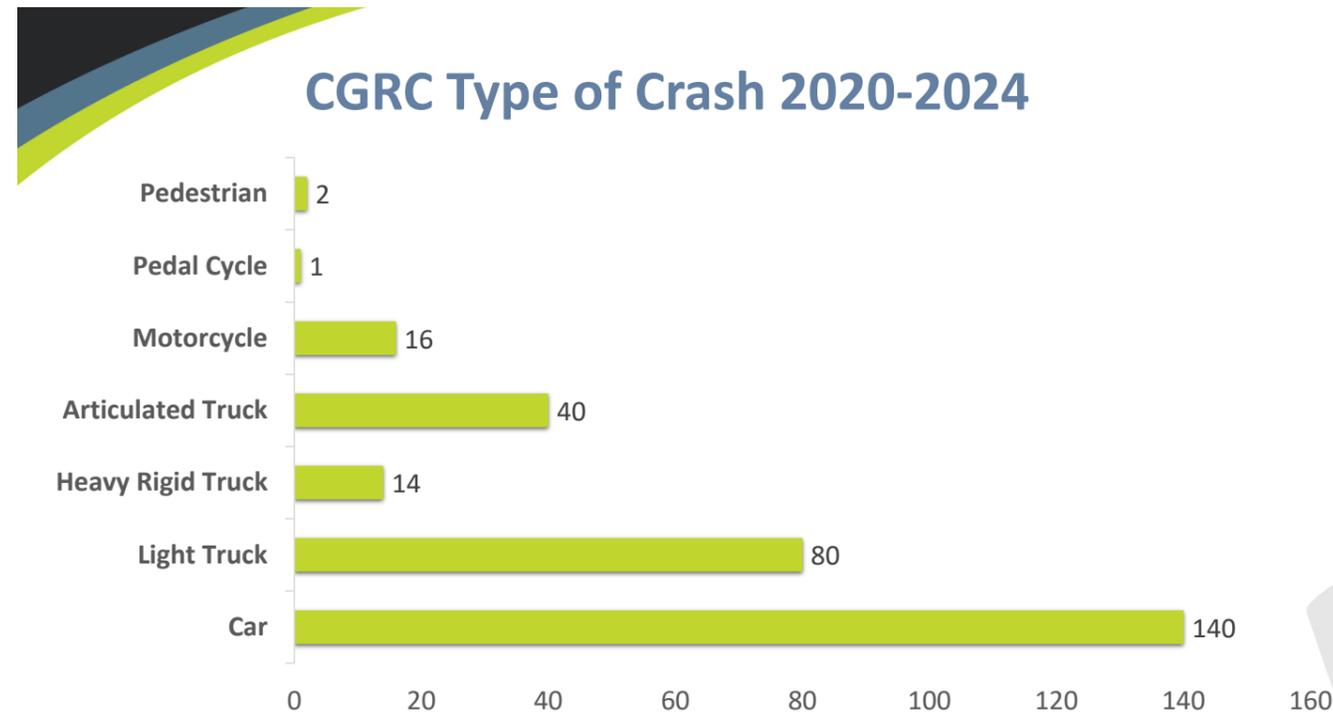
CGRC

- ■ Killed
- ■ Seriously Injured
- ■ Moderately Injured
- ■ Minor/Other Injury

NSW

- ■ Killed
- ■ Seriously Injured
- ■ Moderately Injured
- ■ Minor/Other Injury

CGRC Motor Vehicle Controllers by Age 2020-2024

| 32 | 38 | 33 | 60 | 38 | 43 | 38 | 27 | 20 |

- ■ 17-20
- ■ 21-25
- ■ 26-29
- ■ 30-39
- ■ 40-49
- ■ 50-59
- ■ 60-69
- ■ 70+
- ■ Unknown

Analysis of motor-vehicle controller age data for the period 2020–2024 highlights several concerning trends. Young drivers remain an at-risk group, with 103 crashes involving people under the age of 29. A similarly significant number of crashes involved older drivers, with 65 crashes recorded among those aged 65 years and over, reflecting the vulnerability of drivers who may experience age-related declines in perception, reaction time, or mobility. Notably, drivers aged 30–39 years accounted for 60 crashes over the same period, identifying this cohort as another key risk group despite generally being considered more experienced drivers. Together, these patterns demonstrate that crash risk in the CGRC region spans multiple life stages, emphasising the importance of targeted education, ongoing driver engagement, and age-appropriate safety initiatives.

CGRC Type of Crash 2020-2024

Type	Value
Pedestrian	2
Pedal Cycle	1
Motorcycle	16
Articulated Truck	40
Heavy Rigid Truck	14
Light Truck	80
Car	140

(x-axis: 0, 20, 40, 60, 80, 100, 120, 140, 160)

Contributing Factors in Crashes from 2020-2024

Region	Speed	Fatigue	No Seatbelt	Alcohol
NSW	25%	12%	2%	7%
CGRC	39%	17%	2%	4%

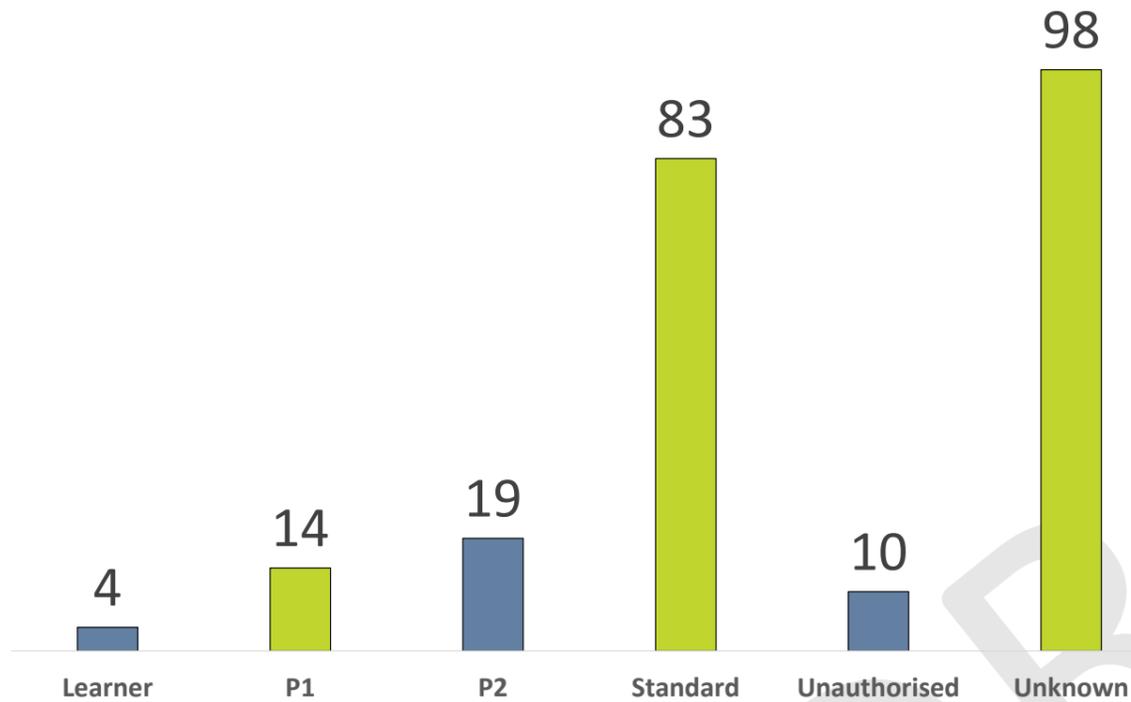Legend: ■ Speed ■ Fatigue ■ No Seatbelt ■ Alcohol

Type of Crash data indicates a notably high number of crashes involving both light trucks and articulated heavy vehicles across the CGRC area. While cars continue to represent the majority of vehicles involved in crashes, the proportion of incidents involving trucks is significant and presents its own set of risks. Crashes involving light and articulated trucks often result in more severe outcomes due to vehicle mass, stopping distances, and the operational challenges associated with heavy vehicle movements on regional road networks. This trend highlights the need for targeted road safety measures that address both the predominant issues involving passenger vehicles and the specific risks associated with increased heavy vehicle activity across the region.

Data regarding contributing factors in crashes indicates a notably high number of crashes involving both light trucks and articulated heavy vehicles across the CGRC area. While cars continue to represent the majority of vehicles involved in crashes, the proportion of incidents involving trucks is significant and presents its own set of risks. Crashes involving light and articulated trucks often result in more severe outcomes due to vehicle mass, stopping distances, and the operational challenges associated with heavy vehicle movements on regional road networks. This trend highlights the need for targeted road safety measures that address both the predominant issues involving passenger vehicles and the specific risks associated with increased heavy vehicle activity across the region.
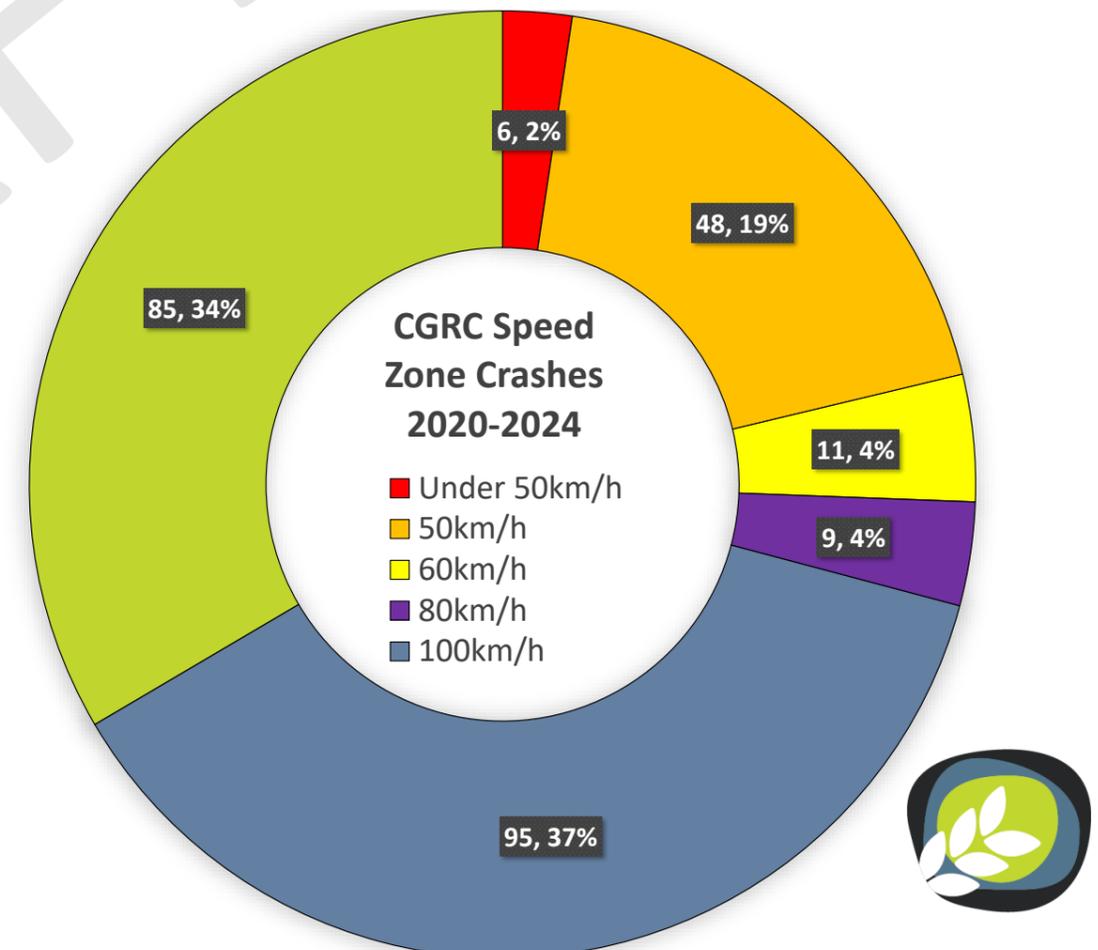
CGRC Licence Type Crashes 2020-2024

Bar chart showing crash counts by licence type:
- Learner: 4
- P1: 14
- P2: 19
- Standard: 83
- Unauthorised: 10
- Unknown: 98

Speed zone crash data for the Cootamundra–Gundagai Regional Council area shows that high-speed zones remain the most significant concern, with 71% of all reported crashes occurring in areas signposted at 100 km/h or above. In contrast, lower-speed environments present a far smaller proportion of incidents, with only 2% of crashes occurring in zones under 50 km/h. However, crashes in standard 50 km/h urban areas account for 19% of all incidents, indicating a clear difference between very low-speed environments—where crash frequency is minimal—and typical urban speed limits, where the risk remains more pronounced. This distribution highlights the need for targeted strategies across both high-speed rural roads and key 50 km/h town environments.

Licence-type data for CGRC shows a clear shift in crash involvement as young drivers progress through the licensing system. Crash numbers among learner drivers remain low, likely reflecting the safety benefits of having a supervising driver present. However, incidents increase once drivers obtain provisional licences, consistent with the elevated risk typically associated with independent driving and lower on-road experience. Of particular concern, the dataset also records 10 crashes involving unauthorised drivers and a further 98 where the licence status was listed as unknown. These figures highlight the need for continued education and enforcement initiatives targeting young and unlicensed drivers, as well as improved data accuracy to better inform future interventions.

CGRC Speed Zone Crashes 2020-2024

Donut chart showing speed zone crash distribution:
- Under 50km/h: 6, 2%
- 50km/h: 48, 19%
- 60km/h: 11, 4%
- 80km/h: 9, 4%
- 100km/h: 95, 37%
- (green segment): 85, 34%

SAFE SYSTEMS – TOWARD ZERO

The Safe System approach is a fundamental framework for reducing fatalities and serious injuries on NSW roads. It is built on four key elements:
- Safer People
- Safer Roads
- Safer Speeds
- Safer Vehicles

A core concept of the Safe System approach is the recognition that the road transport system must be designed to expect and accommodate human error. This is based on three key principles:
1. People make mistakes
2. People are physically fragile
3. The road system must be forgiving

By strengthening each of the four Safe System elements and designing a network that minimises the consequences of inevitable human error, road trauma can be significantly reduced. Achieving these improvements requires strong collaboration with key stakeholders, including NSW Police, Transport for NSW (TfNSW), local industries, and the wider community. Through these partnerships, targeted strategies addressing road-user behaviour, enforcement, community engagement, and local risk factors can be effectively implemented.

Council is committed to delivering a safer transport network through improved road design, infrastructure upgrades, and ongoing enhancements to the built environment. Complementing this, education and behaviour-change initiatives play a vital role in promoting responsible and lawful road use. Council recognises that road safety is a shared responsibility, and that all road users have an obligation to comply with traffic laws and make safe decisions when travelling on the road network.

SAFE PEOPLE

The *Safe People* pillar of Towards Zero focuses on reducing high-risk behaviours and ensuring all road users make safe and responsible choices. In the CGRC area, several behavioural factors continue to contribute significantly to road trauma. Speed and fatigue remain the most prominent concerns locally, with CGRC recording higher rates than the NSW average—speed is a factor in 39% of crashes compared with 25% statewide, and fatigue contributes to 17% of crashes locally compared with 12% across NSW. Alcohol-related crashes occur at a lower rate (4% compared with 7% statewide) yet remain an ongoing concern due to their strong association with severe injury outcomes.

Other behavioural and user-group risks also contribute to the overall safety picture. Seatbelt non-compliance continues to be a recurring issue and remains a preventable cause of serious injury. Motorcyclists, heavy vehicle drivers, and bus operators require particular focus due to their increased exposure to risk or the potential severity of outcomes in crashes. Workplace-related road safety is also an important consideration in a region with high levels of agricultural, freight, and service-based vehicle use. In addition, protecting vulnerable road users—including pedestrians, cyclists, and mobility device users—remains essential, particularly in town centres, school zones, and high-activity areas.

Collectively, these trends highlight the need for targeted education, enforcement, and behavioural-change initiatives that support safer decision-making, protect vulnerable groups, and reduce the factors contributing most significantly to road trauma within the CGRC community.

Council Objectives - Safer People

Promote safer road-user behaviour by delivering targeted education campaigns that address the key behavioural factors contributing to crashes within the CGRC area.

Increase community awareness of high-risk behaviours, including speeding, fatigue, distraction, drink-driving, drug-driving, and seatbelt non-compliance, through coordinated communication and engagement activities.

Support behaviour-change initiatives in collaboration with Transport for NSW, NSW Police, schools, community groups, and local businesses to reinforce safe choices on both roads and footpaths.

Enhance safety for vulnerable road users, including pedestrians, cyclists, motorcyclists, mobility device users, and schoolchildren, through targeted education, visibility campaigns, and community outreach.

Promote workplace and fleet safety, encouraging local employers, transport operators, and agricultural businesses to adopt safe-driving policies and best-practice fatigue and risk-management procedures.

Strengthen heavy-vehicle and passenger transport safety awareness, including truck, bus, and machinery-related road safety, through specialised messaging and collaboration with industry partners.

Conduct research and monitor emerging safety issues to ensure local initiatives respond to current trends, behavioural patterns, and crash data insights.

Council Actions - Safer People

Council, through the Road Safety Officer (RSO), will deliver a targeted program of education, awareness, and behaviour-change initiatives aimed at improving the safety of all road and footpath users. These actions focus on reducing high-risk behaviours such as speeding, fatigue, distraction, and seatbelt non-compliance, while also addressing the needs of vulnerable groups including pedestrians, cyclists, motorcyclists, heavy-vehicle operators, school students, and mobility-device users.

The RSO will support safer behaviour by coordinating community education campaigns, working with Transport for NSW and NSW Police on locally relevant initiatives, and promoting key road-safety messages across media, social media, and community networks. Council will also engage with schools, local workplaces, and community organisations to strengthen safety culture and encourage responsible travel behaviours.

In addition, the RSO will monitor emerging issues, analyse crash trends, and use evidence to guide interventions that respond to local risk factors. Through this combined approach, Council aims to build a safer, more informed community and reduce the number and severity of crashes across the CGRC region.

1. Provide evidence-based road safety information to the community through tailored programs that address local needs and priority behaviours.		
1.1 LGRSP	1.1.1 Continue to participate in the Local Government Road Safety Program partnership with Transport for NSW. 1.1.2 Seek funding annually from Transport for NSW to support the delivery of Road Safety education projects. 1.1.3 Develop and review a Road Safety Action Plan for actions delivering road safety community programs.	Road Safety Officer
1.2 Partnerships	1.2.1 Collaborate with other stakeholders such as police, business operators and neighbouring councils on road safety initiatives. 1.2.2 Seek external funding opportunities to deliver road safety education projects.	Road Safety Officer
1.3 Education priorities	1.3.1 Deliver targeted road safety education that supports vulnerable road users and addresses the key behavioural and environmental factors contributing to crashes	Road Safety Officer
i. Speeding	• Deliver an annual local roads speed education project that is aimed at reducing travel speeds on local roads. • Utilise traffic classifiers on local roads to assess compliance with speed limits. • Provide information from traffic classifiers to police for targeted enforcement activity on local roads. • Promote High Pedestrian Activity Area speed limits. • Support Transport for NSW Speed campaigns with use of approved imaging on existing roadside fixed message boards.	Road Safety Officer
ii. Fatigue	• Support Transport for NSW holiday and long weekend messaging. • Work with Council staff on infrastructure planning to include audio tactile marking, roadside and centre barriers as appropriate. • Work with the Visitor Information Centre to promote driver reviver and rest areas.	Road Safety Officer Communications Officer Visitor Information Centre
iii. Alcohol and Drugs	• Distribute and promote TfNSW campaign materials for drink/drug driving messaging. • Support police with education during drink/drug driving enforcement operations. • Encourage the provision and use of alternative transport options for major events.	Road Safety Officer
iv. Distractions	• Provide education to the community on risks of driver distraction through community engagement. • Promote road rules for use of mobile phones at community engagements. • Work with police to support enforcement activities that target driver distraction. • Support Transport for NSW mobile phone camera detection enforcement.	Road Safety Officer

v. Motorcyclists	• Conduct engagements with motorcyclists during Motorcycle Awareness Month in October each year. • Partner with external providers to deliver road safety education for motorcyclists such as Survive the Ride. • Promote MOTOCAP for the safe wearing of protective gear.	Road Safety Officer Communications Officer
vi. Young Drivers	• Deliver TfNSW 'Helping Learner Drivers become safe drivers' workshops. • Work with other providers to deliver road safety education programs to young people e.g. Rotary RYDA program. • Work with high schools on delivering road safety as part of curricula. • Promote road safety information available to young drivers at the Youth Hubs in Gundagai and Cootamundra.	Road Safety Officer Youth and Inclusion Officer Communications officer
vii. Older Road Users	• Engage with seniors' groups to deliver the +65 Older Road Users presentations. • Distribute TfNSW information and publications to seniors' groups and retirement/over 55 housing areas. • Provide education to the community regarding safe motorised scooter use.	Road Safety Officer
viii. Early Childhood	• Work with early childhood education providers to distribute TfNSW messaging and publications. • Work with Kids & Traffic Early Childhood Road Safety Education Program on delivering programs in the CGRC LGA. • Promote correct selection and use of child restraints	Road Safety Officer
ix. Safety Around Schools	• Work with schools to promote safe pedestrian and cycling behaviour by encouraging participation in Walk Safely to School day, Ride2School day and Bike Week. • Engage with school bus drivers to discuss safety concerns and share relevant TfNSW resources that support safe behaviour and passenger wellbeing. • Engage with NSW Police to address road user behaviour in school zones and plan collaborative educational safety stops that reinforce safe and lawful practices.	Road Safety Officer Youth and Inclusion Officer Communications Officer
x. Compliant Restraints	• Promote the correct use of seat belts and child restraints at all community engagements. • Work with early childhood education providers to distribute TfNSW messaging and publications on the selection and use of child restraints. • Work with Authorised Restraint Fitters to provide education to parents on the correct installation and use of child restraints.	Road Safety Officer
xi. Pedestrians	• Provide education to the community on safe road use as a pedestrian, including rules around use of pedestrian crossings and pedestrian refuges. • Promote rules for High Pedestrian Activity Areas. • Pursue funding opportunities to enhance pedestrian infrastructure and support safer walking environments.	Road Safety Officer

xii. Heavy Vehicles	• Work in partnership with the National Heavy Vehicle Regulator on managing freight and heavy vehicle movements the local road network. • Work with the heavy vehicle industry on education programs targeting seat belt usage, fatigue management and driving behaviour.	Road Safety Officer
xiii. Cyclists	• Pursue funding opportunities to enhance shared path infrastructure and support cycling environments. • Work with bicycle retail operators to distribute information on safe cycling. • Promote bicycle safety during Bike Week each year. • Work collaboratively with local cycling groups to identify concerns and support programs that enhance cyclist safety across the region. • Host a helmet safety information session at a local community event, highlighting helmet star rating results and promoting informed choices.	Road Safety Officer
xiv. Workplace Road Safety	• Work with business operators to encourage the development of Road Safety in the Workplace policies. • Deliver education workshops on the importance of prioritising road safety in the workplace.	Road Safety Ofcer
xv. Railway Crossing Safety	• Promote rail level crossing safety through target messaging and community engagement during Rail Safety Week. • Work collaboratively with ARTC to identify rail safety priorities and address emerging concerns across the network. • Distribute TfNSW road rule resources at local community events to support awareness and safer road user behaviour.	Road Safety Officer Communications Officer
xvi. Road Rule Education	• Distribute reminders for double demerit periods via social media platforms and organisation emails. • Support road safety education weeks such as; Bus Awareness Week, Road Rules Awareness Week, National Road Safety Week, Fatality Free Friday. • Distribute TfNSW road rule resources at local community events to support awareness and safer road user behaviour.	Road Safety Officer Communications Officer
xvii. Mobility Device Safety	• Provide information on safe mobility device operation at local events • Distribute TfNSW resources through libraries, service centres, community groups and aged care facilities. • Promote helmet and protective equipment use.	Road Safety Officer Communications Officer

2. Strengthen community awareness by sustaining a clear and visible commitment to road safety.		
2.1 Media	2.1.1. Conduct media releases on key road safety topics and activities to keep our community informed. 2.1.2. Utilise social media platforms to engage with the community on Local & State-wide road safety projects and campaigns. 2.1.3. Facilitate community access to road safety information by means of inclusion on the Council Website.	Road Safety Officer Communications Officer
2.2 Variable Message Boards	2.2.1 Install key road safety messages utilising TfNSW campaign creatives on roadside message boards.	Road Safety Officer
2.3 Resources	2.3.1 Make TfNSW printed resources available at Council administration offices, community venues, upon request and through community engagement activities.	Road Safety Officer

SAFE ROADS

The *Safe Roads* pillar focuses on designing, maintaining, and managing road environments that reduce the likelihood and severity of crashes. As the CGRC region continues to experience population growth and increased business activity, traffic volumes and freight movements have risen accordingly. This growth places additional pressure on the local and regional road network, particularly on routes used by heavy vehicles servicing agriculture, manufacturing, and freight-related industries.

Higher traffic and freight activity increases wear on road infrastructure, elevates crash risk on rural and town-based corridors, and intensifies interactions between heavy vehicles and light-vehicle or vulnerable road users. These changing conditions emphasise the importance of ongoing investment in road maintenance, safety treatments, intersection upgrades, signage, and speed-management measures to ensure the road network remains safe and resilient.

By focusing on infrastructure improvements, addressing emerging freight demands, and targeting high-risk locations, the Safe Roads pillar supports a safer, more reliable road environment for all users across the CGRC area.

Council Objectives – Safer Roads

Improve the safety and functionality of the local road network through ongoing maintenance, infrastructure upgrades, and evidence-based safety treatments.
Prioritise high-risk locations identified through crash data, community feedback, and traffic studies, ensuring resources are directed to areas with the greatest safety need.
Enhance safety for all road users, including pedestrians, cyclists, motorcyclists, heavy-vehicle operators, mobility-device users, and schoolchildren, through appropriate infrastructure, signage, crossings, and traffic-calming measures.
Support active transport by improving footpaths, shared paths, pram ramps, cycle connections, and pedestrian facilities to create safe and accessible travel options within towns.
Monitor the impacts of increasing traffic and freight movements, ensuring road design, maintenance schedules, and safety responses keep pace with population growth and expanding business activity.
Collaborate with neighbouring councils, Transport for NSW, NSW Police, and industry stakeholders to address cross-regional road issues, coordinate freight routes, and ensure consistent safety standards across boundaries.
Research and assess emerging safety initiatives, including new technologies, infrastructure treatments, and best-practice design principles, to continually improve the road environment.
Support speed-management efforts through engineering, signage improvements, and identification of locations requiring formal speed reviews in partnership with TfNSW.
Ensure road design supports a Safe System approach, recognising human error and reducing crash severity through forgiving roadsides, improved line-marking, lighting, barriers, and intersection improvements.

Council Actions – Safer Roads

Council, through the RSO, will support safer road environments by identifying high-risk and black-spot locations using crash data, traffic counts, and community feedback. The RSO will actively seek funding opportunities to deliver infrastructure improvements and safety treatments that address these risks. This includes advocating for projects under programs such as the Federal Black Spot Program, the Safer Roads Program, and Active Transport grants.

The RSO will research and assess emerging safety initiatives—particularly those that improve conditions for vulnerable road users such as pedestrians, cyclists, motorcyclists, and mobility-device users—and work with TfNSW, neighbouring councils, and key stakeholders to ensure consistent, evidence-based approaches across the region. Through these combined actions, Council aims to enhance the safety, accessibility, and resilience of the CGRC road network.

3. Monitor crash trends and identify areas of concern across the CGRC road transport network.		
3.1 Analysis	3.1.1 Analyse annual crash data provided from Transport for NSW, Centre for Road Safety. 3.1.2 Identify crash trends to inform road safety planning and targeted education programs.	Road Safety Officer
3.2 Data	3.2.1 Utilise crash data to support Council staff in preparing robust, evidence-based applications for State and Federal funding opportunities.	Road Safety Officer

4. Provide safe and efficient management & maintenance of Council's road assets.		
4.1 Construction & Maintenance	4.1.1. Set priorities for road construction and maintenance through Councils Delivery Program & Asset Management Plan. 4.1.2. Ensure Council's road infrastructure works comply with Austroads Design Guidelines, Australian Standards and TfNSW Technical Directions. 4.1.3. Conduct Road Safety Audits and Safe System Assessments as required.	Project Engineer Road Infrastructure Team Road Safety Officer
4.2 Funding	4.2.1. Make applications under State & Federal Government funding grant schemes for targeted road infrastructure works to improve roads and road safety.	Project Engineer Road Safety Officer
4.3 Worksites	4.3.1. Ensure road safety at worksites is maintained through compliance and assessment in accordance with the Manual of Uniform Traffic Control Devices & Traffic Control at Worksites technical manual and Austroads Guide to Temporary Traffic Management Practice	Civil Works Teams

5. Deliver safe, efficient and compliant road and transport infrastructure planning.		
5.1 Active Transport	5.1.1 Work with stakeholders to develop plans and create infrastructure that supports active transport. 5.1.2 Maximise funding under Country Passenger Transport Infrastructure Grants Scheme to improve public transport sites. 5.1.3 Submit for funding under Walking & Cycling program to construct infrastructure supporting active transport.	Road Safety Officer
5.2 Assessment	5.2.1 Ensure compliant road design that delivers safe and efficient road and transport infrastructure that meets community demand. 5.2.2 Ensure event planning is assessed in accordance with the NSW Guide to Traffic and Transport Management for Special Events.	Project Engineer Road Safety Officer
5.3 Community	5.3.1 Review, assess and respond to road safety concerns brought to Council's notice from members of the community.	Road Safety Officer

SAFE SPEEDS

Speed has been a contributing factor in 39% of crashes within the CGRC area according to ratified data from 2020 through to 2024 inclusive, significantly exceeding the NSW state average of 25%. This disparity demonstrates a clear and persistent issue with unsafe travel speeds across both local and state-managed roads within the LGA. The elevated proportion of speed-related crashes suggests that drivers are either choosing inappropriate speeds for the conditions or engaging in deliberate risk-taking behaviour, particularly on higher-speed rural roads. These patterns highlight the need for targeted interventions—including education, enforcement, and engineering treatments—to address speed as a primary contributor to road trauma in the region.

Council Objectives – Safer Speeds

Reduce the overall number and severity of speed-related crashes across the CGRC area by targeting high-risk locations and behaviours.

Promote safe and appropriate travel speeds on both local and state road networks through education, community engagement, and behaviour-change initiatives

Support NSW Police and Transport for NSW enforcement efforts by identifying local speeding hotspots and providing data-driven insights to guide enforcement activities.

Implement engineering and traffic-calming treatments where appropriate to encourage lower travel speeds, particularly in residential areas, school zones, and high-pedestrian environments.

Improve community awareness of the risks associated with speeding, including rural road conditions, stopping distances, and the increased likelihood of severe injury at higher impact speeds.

Advocate for consistent speed-management measures across the region, ensuring speed limits are appropriate for road function, roadside hazards, and traffic volumes.

Monitor and evaluate the effectiveness of speed-related interventions, using ongoing crash data, community feedback, and enforcement reports to refine future actions.

Council Actions – Safer Speeds

Council, through the RSO, will implement a coordinated program of speed-management initiatives across the CGRC LGA. These actions will focus on locations and periods identified as high-risk, including school zones, rural high-speed environments, and double-demerit point periods. Campaigns will be guided by evidence obtained from traffic counts, police enforcement activity, and local crash data to ensure interventions directly address local speeding behaviours.

Council will also work closely with TfNSW to identify locations that may require formal speed reviews, ensuring that speed limits remain appropriate for road function, traffic volumes, and prevailing safety risks.

To maximise community reach, the RSO will support these initiatives with a comprehensive communication approach, utilising media releases, social media platforms, and a range of promotional materials such as brochures, banners, and mobile message boards. Council will continue partnering with TfNSW to deliver consistent messaging and ongoing community education on the dangers and consequences of speeding. These combined actions aim to reduce speed-related crashes and promote safer travel behaviour across the region.

6. Support TfNSW in their role to ensure speed limits and associated signage comply with the NSW Speed Zoning Guidelines.

6.1 Speed limits	6.1.1. Work with Transport for NSW to ensure that speed limits are set to balance road safety in line with the NSW Speed Zoning guidelines. 6.1.2. Support lower speed limits in high pedestrian activity and school zones. 6.1.3. Utilise new technologies such as vehicle activated signage when required.	Project Engineer Road Safety Officer

7. Promote Adherence to speed limits through targeted messaging and community engagement.

7.1 Local road speed compliance	7.1.1. Utilise roadside variable message boards with approved TfNSW speed campaign messaging. 7.1.2. Work collaboratively with NSW Police to deliver public education campaigns in school zones and high-pedestrian activity areas.	Road Safety Officer
7.2 Worksites	7.2.1 Promote safe speeds through worksites with community education programs.	Road Safety Officer

8. Support enforcement activities.

8.1 Enforcement	8.1.1. Support police in conducting enforcement activities targeting non-compliance with road rules. 8.1.2. Support police in conducting enforcement activities targeting unsafe and defective vehicles. 8.1.3. Support Fixed and Mobile speed camera enforcement of speeding. 8.1.4. Council Rangers to continue with a program of enforcement targeting illegal and unsafe parking.	Road Safety Officer Regulatory Team

SAFE VEHICLES

Safer vehicles are essential for improving survivability in a crash. High-rated vehicles absorb and distribute crash forces more effectively, maintaining survival space for occupants and reducing the risk of fatal or life-changing injuries. Safety technologies act as both *primary* safety measures (helping avoid the crash altogether) and *secondary* safety measures (reducing injury severity when a crash is unavoidable). As a result, vehicle choice directly influences the outcome of a crash, making safer vehicles one of the most powerful and immediate ways to save lives and reduce trauma across the network.

Council Actions – Safer Vehicles

Council will strengthen vehicle safety across the region by promoting the uptake and understanding of modern safety technologies, encouraging the community to make informed choices when purchasing or maintaining vehicles. This includes raising awareness of 5-star ANCAP ratings, highlighting the benefits of features such as AEB, ESC and lane-support systems, and supporting education around safe motorcycle and child restraint technologies.

Council will lead by example through responsible fleet procurement and maintenance practices, ensuring its own vehicles meet high safety standards. Partnerships with NSW Police, local mechanics, schools, heavy vehicle operators and community groups will support targeted campaigns on vehicle condition, safe equipment use, seasonal maintenance and the role of technology in reducing crash risk and injury severity.

These actions collectively help reduce the likelihood and consequences of crashes by improving the safety of vehicles operating within the Cootamundra–Gundagai region.

Council Objectives – Safer Vehicles

Promote the uptake of 5-star ANCAP-rated vehicles across the community, with targeted messaging for high-risk groups such as young drivers, older drivers, and frequent fleet users.

Lead by example through Council fleet management, ensuring all new light and heavy vehicles meet contemporary safety standards, including AEB, ESC, lane-support systems, reversing cameras, and side-impact protection.

Encourage local businesses and community organisations to adopt safer vehicles through education campaigns, workplace presentations, and promotion of safety-focused procurement policies.

Support safe heavy vehicle operations by promoting technologies such as blind-spot monitoring, fatigue detection systems, and improved visibility features, particularly for operators using local freight routes.

Increase community awareness of the importance of vehicle maintenance, including tyres, brakes, lighting, and child restraint checks, through workshops, targeted campaigns, and partnership programs with local mechanics and NSW Police.

Promote safer motorcycle technologies, such as ABS and enhanced protective equipment, in collaboration with local riding groups and community stakeholders.

9. Promote consumer awareness of improvement in the safety performance of newer vehicles.

9.1 Council Fleet	9.1.1. Work with management to encourage the purchase of ANCAP 5 Star rated vehicles for Council's fleet.	Road Safety Officer
9.2 Buying the safest car	9.2.1. Provide information to the community about the importance of buying the safest car. 9.2.2. Promote Australasian New Car Assessment Program (ANCAP) website and distribute printed documents. 9.2.3. Promote Used Car Safety Rating (UCSR) website and distribute printed documents.	Road Safety Officer
9.3 Roadworthiness	9.3.1. Support campaigns and promote the importance of maintaining motor vehicles in a safe and roadworthy condition and compliance with vehicle registration requirements.	Road Safety Officer
9.4 Emerging technology	9.4.1. Research and promote emerging technologies in vehicle safety	Road Safety Officer
9.5 Breakdown safety	9.5.1. Include education regarding breakdown safety and what to do in the event of a road crash or breakdown at all community talks & workshops.	Road Safety Officer

ROAD SAFETY OFFICER OBJECTIVES

The Road Safety Officer (RSO) plays a critical role in driving Council's strategic approach to reducing road trauma. The position is responsible for leading the development, implementation, and evaluation of TfNSW funded Road Safety Projects in alignment with the Local Government Road Safety Program (LGRSP). This includes ensuring each initiative is evidence-based, financially accountable, and directly targeted toward the priority risks identified across the Council area.

A core responsibility of the RSO is to interpret and apply ratified crash data supplied by TfNSW to ensure that resources are directed to the most significant and emerging road safety challenges. For the 2026–2030 program year, the data identifies several key behavioural and demographic risk areas that require targeted, strategic interventions:

• Speeding
• Fatigue
• Seatbelt and restraint non-compliance
• Drink driving
• Learner driver safety
• Heavy vehicle and truck awareness

To maintain program transparency and support continual improvement, the RSO must provide Transport for NSW with monthly progress reports outlining achievements, issues, and project status. At the completion of each initiative, the RSO is required to deliver a comprehensive Final Evaluation Report demonstrating the outcomes achieved, the effectiveness of the interventions, and any recommendations for future program development.

Additional RSO responsibilities include assessing and responding to day-to-day road safety and traffic complaints received from the community, the coordination of the Local Transport Forum (LTF), establishing, developing and supporting ongoing partnerships with community safety working groups and organisations, the delivery of road safety presentations to various road user groups, and rural school bus stop and route applications. The RSO also actively investigates and supports submissions for funding under both Federal and State funding streams that include the Black Spot Program, Safer Roads Program, and the Active Transport Program (PAMP and Cycleway Program). This includes ongoing collaboration with the local community, Police and TFNSW to assist in addressing issues and ensure a unified approach to Road Safety.

MONITORING THE ROAD SAFETY PLAN

Council is committed to delivering a safe, resilient, and forward-looking road network that supports the wellbeing of all residents and visitors. This Road Safety Action Plan establishes a clear framework for reducing road trauma through evidence-based interventions, strong partnerships, and continual performance monitoring. As part of this commitment, Council will remain up to date with emerging research, innovations, technologies, new trends, and advances in road safety, and will apply these insights to ongoing reviews and updates of the Plan. By maintaining a proactive and adaptive approach, Council will ensure that local road safety strategies remain responsive to changing conditions, aligned with best practice, and effective in addressing current and future risks across the region.

Related CGRC Plans and Policies
Community Strategic Plan 2025-2035
Operational Plan 2025-2026
Delivery Program 2025-2029
Pedestrian Access and Mobility Plan 2023-2033
Access and Inclusion Policy

External Related Plans
National Road Safety Strategy 2021-2030
NSW 2026 Road Safety Action Plan
Future Transport Strategy 2056
Local Government Road Safety Program
NSW Speed Zoning Guidelines

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