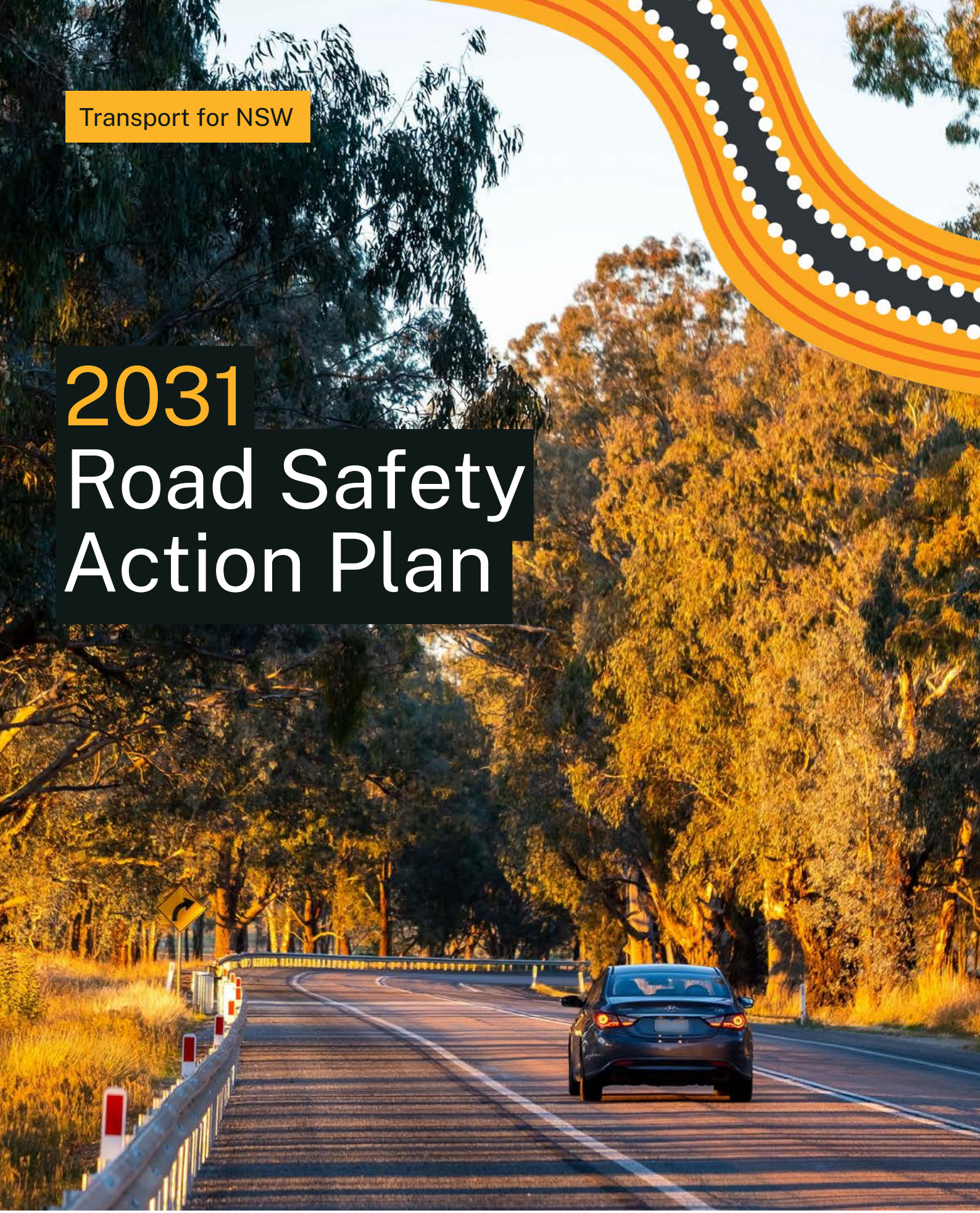
Transport for NSW

# 2031 Road Safety Action Plan



NSW GOVERNMENT

TOWARDS ZERO

**Acknowledgement of Country**

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the lands, waters and seas and their rich contribution to society.



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# Minister's foreword

## Every death and serious injury on our roads is one too many.

Behind every road trauma statistic is a person, a family, a friend, a colleague and a community whose life has been changed forever. While NSW has made significant progress in reducing road trauma over many decades, too many people are still being killed or seriously injured on our roads each year. We cannot accept this as inevitable.

That is why I am proud to present the 2031 Road Safety Action Plan, which sets out the next phase of action to reduce deaths and serious injuries and move NSW closer to our long-term vision of zero deaths and serious injuries by 2050.

Road safety is one of the most important responsibilities of government. It affects every community in NSW, whether travelling to work, taking children to school, running a business, transporting freight, riding a bicycle or simply crossing the road. Safe and reliable transport helps people stay connected to the opportunities, services and people that matter most.

This action plan builds on decades of investment and reform that have helped make NSW roads among the safest in Australia. Safer roads, safer speeds, safer vehicles, stronger enforcement, education and community partnerships have all contributed to saving thousands of lives. However, recent trends remind us that progress cannot be taken for granted. To continue reducing road trauma, we must focus our efforts where they will have the greatest impact.

The 2031 Road Safety Action Plan is built on the Safe System approach, recognising that while people make mistakes, the system should be designed to reduce the risk of death or life-changing injury. The Plan focuses on the areas of greatest risk and brings together actions across safer roads and speeds, safer vehicles, safer road user behaviour and improved protection for vulnerable road users.





It also formally recognises post-crash care as a core pillar of the Safe System. This reflects the critical role that emergency response, trauma care, rehabilitation and recovery play in saving lives and reducing the long-term impacts of serious injury.

Importantly, this Plan includes a dedicated focus on Aboriginal road safety, recognising the disproportionate impact road trauma continues to have on Aboriginal communities and the importance of working in partnership to develop and deliver locally relevant solutions.

This Plan has been strengthened by the contributions of people from across NSW. Community members, Aboriginal communities, local councils, road safety practitioners, industry representatives, researchers, health professionals, emergency services, advocacy groups and government agencies have all shared their insights, experiences and ideas. Their input has helped shape the priorities and actions contained in this Plan and ensured it reflects both evidence and lived experience.

Reducing road trauma is a shared responsibility. Governments, industry, communities and individual road users all have a role to play. By working together, continuing to invest in what works and remaining focused on the goal of saving lives, and reducing trauma, we can create a safer road system for everyone.

I thank everyone who contributed to the development of the 2031 Road Safety Action Plan and look forward to working together to deliver it.

**The Hon. Jenny Aitchison, MP**
Minister for Roads and Minister for Regional Transport



# About this plan

The 2031 Road Safety Action Plan sets out how the NSW Government will work with communities, partners and stakeholders between 2027 and 2031 to reduce deaths and serious injuries on NSW roads.

NSW has made significant progress in road safety over many decades through safer roads, safer speeds, safer vehicles, enforcement, education and community action. However, road trauma remains a major public health, social and economic challenge. Each year, around 338 people are killed and almost 11,600 people are hospitalised because of crashes on NSW roads, with an estimated annual cost to the community of around $10 billion.

Our 2031 Road Safety Action Plan (the Plan) continues to support NSW's road safety targets to halve fatalities and reduce serious injuries by 30 per cent by 2030, while continuing towards the long-term vision of zero deaths and serious injuries by 2050. It also aligns with the National Road Safety Strategy 2021-2030 and continues NSW's commitment to the Safe System approach.

This Plan responds by focusing action where it can make the greatest difference for the people and communities most affected by road trauma. Drawing on evidence, lived experience and community feedback, the Plan targets the risks that contribute most to death and serious injury. This focus will expand proven road safety initiatives and strengthen collaboration across government, industry, councils, communities and delivery partners, recognising that reducing road trauma is a shared responsibility.

The Plan is structured around 8 priority areas:

1. Increasing safe road user behaviour
2. Improving safety for vulnerable road users
3. Creating safe and vibrant urban places
4. Improving the safety of high-speed roads
5. Increasing the safety of vehicles and use of protective equipment
6. Improving Aboriginal road safety outcomes
7. Strengthening road safety management
8. Improving post-crash care

The Plan applies the Safe System approach, recognising that people make mistakes and that the road system must be designed to prevent crashes where possible and reduce the risk of death or serious injury when crashes occur. It also formally recognises post-crash care as a core part of the road safety system.

Feedback from communities, stakeholders and Aboriginal communities across NSW has directly shaped the actions in this Plan. Together with trauma data, evidence, modelling and expert advice, this input has helped ensure the actions reflect both proven road safety approaches and the lived experiences of people who use and manage the road network.

Communities across NSW are diverse, and road safety challenges vary between places. The actions provide a statewide framework while supporting locally tailored delivery that responds to different needs, priorities and aspirations and helps create safer places for everyone.

Delivery will be supported by clear governance, sustained investment, and ongoing monitoring and evaluation to track progress and strengthen what works. Ongoing engagement and partnering with communities will help keep implementation responsive to local circumstances and emerging needs. By combining evidence-based action with local knowledge and shared accountability, NSW can reduce deaths and serious injuries and move towards a safer road system for everyone.



## Applying and embedding the Safe System approach

Over many decades, NSW has reduced road trauma through safer roads, safer speeds, safer vehicles, road safety education, enforcement and community action. These improvements have been guided by the Safe System which is recognised nationally and internationally as best practice for reducing deaths and serious injuries on roads.

The Safe System approach recognises that people are human and mistakes will happen. It also recognises that the human body can only tolerate limited force before serious injury or death occurs. Rather than relying on road users to be perfect, the Safe System approach focuses on making every part of the transport system safer, so crashes are less likely to happen, and people are better protected when they do.

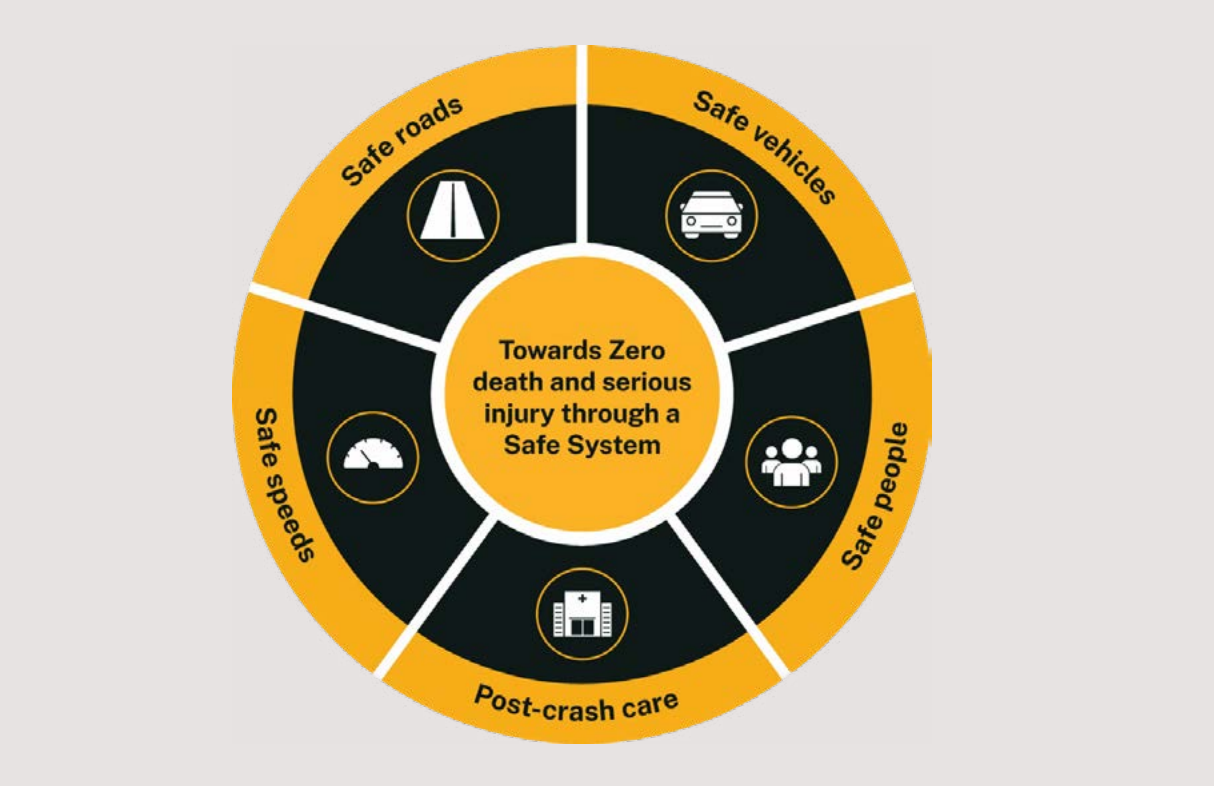
Creating a safer road system is a shared responsibility. Governments, industry, communities and individuals all contribute to safer outcomes, and the greatest progress is achieved when these efforts are aligned. Everyone has a role to play in creating a safer transport system, from governments and industry through to communities and individual road users.

This Action Plan has been built around five interconnecting pillars:

- Safe vehicles
- Safe people
- Safe speeds
- Safe roads
- Post-crash care

For the first time, NSW has formally adopted post-crash care as a core pillar of the Safe System. While preventing crashes remains the priority, reducing harm also depends on what happens after a serious crash occurs. This includes emergency response, trauma care, rehabilitation and recovery.

Safer outcomes are achieved when all parts of the system work together. The inclusion of post-crash care strengthens the Safe System by recognising that improving road safety is not only about preventing crashes, but also about improving outcomes for people affected by road trauma. This Plan includes actions to strengthen this important part of the road safety system.




85
km/h

# The road safety challenge in NSW

## Scale of the trauma

Road trauma is not just a transport issue. It is a preventable public health, social and economic challenge that affects families, communities, workplaces and the health system across NSW.

Behind every number is a person who did not make it home, or someone living with the impacts of a serious injury.

Every **44** minutes

someone is killed or hospitalised because of a crash on NSW roads.

Around **338** people

die on NSW roads each year.

Around **11,559** people

are hospitalised each year because of road crashes in NSW.

Around **$10** billion

is the estimated annual cost of road trauma to the NSW community.

These numbers highlight both the scale of the challenge and the importance of continued action. While NSW has achieved significant reductions in road trauma over many decades, too many people continue to be killed or seriously injured on our roads.

Road trauma remains one of the largest preventable causes of death and serious injury in NSW. The 2031 Road Safety Action Plan responds to this challenge by focusing on the actions that can most effectively reduce deaths and serious injuries over the next five years, while keeping NSW on a path toward zero by 2050.

## Who is most at risk

NSW has made significant progress in reducing road trauma, with 7 of the past 10 years recording the lowest annual road fatality figures in the state's history. However, recent trends show that road trauma remains a significant challenge.

In 2025, 347 people lost their lives on NSW roads, 20 more than the previous year. Data also indicates that 12,292 people were seriously injured in road crashes, an increase of 733 compared with 2024.

Road trauma is not experienced equally across the road network or by different types of road users. The level and type of risk vary depending on where people travel, the speed environment, the safety of the road and vehicle, and how exposed they are if a crash occurs.

Regional NSW remain significantly overrepresented in fatal crashes. Each year, around two-thirds of fatalities occur on roads in regional NSW, despite around one-third of the state's population living in regional areas. This includes crashes in both rural areas and regional cities and towns.

High-speed roads present a particular risk because crashes are more likely to result in death or serious injury. Run-off-road and head-on crashes are among the most serious crash types on these roads. In 2025, nearly three-quarters of fatalities on roads in regional NSW occurred on roads with speed limits of 80 km/h or more.

Fatal crashes are also concentrated on the major roads that connect communities and support travel and freight across NSW. Around two-thirds of fatalities occur on State and Regional Roads each year, even though these roads make up less than 20 per cent of the NSW road network.

Urban road trauma remains a significant challenge across metropolitan areas and regional cities and towns. Nearly two-thirds of fatalities occur in urban areas across NSW, while more than 82 per cent of serious injuries in 2025 occurred on urban roads and streets. As these areas grow and become more complex, creating safer environments for all road users will remain critical.

Some road users are at greater risk because they have less physical protection when a crash occurs. This includes people walking, cycling, riding motorcycles and using e-micromobility devices. Motorcyclists represent around 4 per cent of registered vehicles in NSW but accounted for 22 per cent of road fatalities in 2025.

Aboriginal people and communities also experience a disproportionate burden of road trauma. Road safety outcomes are shaped by complex and interconnected factors, including systemic barriers, access to safe vehicles and transport, road conditions, licensing and access to services. Aboriginal people are 2.6 times more likely to sustain a fatal road traffic injury and 1.9 times more likely to be seriously injured than non-Aboriginal people.

Unsafe road user behaviour remains a major contributor to road trauma. More than 60 per cent of fatalities involve one or more behavioural factors, including speeding, illicit drug use, drink driving, fatigue, and not using seatbelts or helmets. Reducing these behaviours remains essential to achieving lasting road safety improvements.

Vehicle safety also plays a critical role in preventing crashes and reducing death and serious injury when crashes occur. At the end of 2024, almost 60 per cent of eligible light vehicles registered in NSW had a 5-star ANCAP safety rating. However, uptake remains lower in regional areas, highlighting the need to improve access to safer vehicles across the state.



## Key challenges

Reducing road trauma in NSW requires addressing several complex and interconnected challenges. Understanding and responding to these challenges is critical to achieving lasting improvements in road safety.

High-speed roads continue to account for a large share of fatalities in NSW. While proven safety treatments exist, improving safety across the state's extensive high-speed road network requires sustained investment and long-term delivery.

The scale and impact of serious injuries are not always fully recognised. Not all hospital-treated serious injuries are captured in police reports, making it important to draw on health, ambulance and other data sources to understand the full impact of road trauma.

Unsafe behaviours continue to contribute to serious crashes and fatalities. Speeding, drink and drug driving, fatigue, distraction and restraint non-use remain persistent road safety challenges.

Roads and streets must safely support a diverse range of road users, including people walking, cycling, riding motorcycles, using e-micromobility devices and travelling by vehicle. Balancing these needs while improving safety remains an ongoing challenge.

The transport system is also changing. Population growth, changing travel patterns, new technologies and emerging forms of transport are creating new safety risks that must be understood and managed.

Road safety is a shared responsibility. Achieving sustained reductions in road trauma requires coordinated action across governments, industry, local councils, communities and road users.

## What we know works

Road trauma is preventable. Over 50 years of road safety improvements have shown that sustained investment in evidence-based initiatives can save lives and reduce serious injuries. Safer roads, safer speeds, safer vehicles, enforcement, licencing reforms, education and community engagement have all contributed to significant reductions in road trauma across NSW.

Evidence shows that road safety action has the greatest impact when it focuses on the road environments, behaviours and road users at highest risk.

Transport for NSW combines crash, hospital and other data to build a clearer picture of road trauma across NSW. This evidence and trauma modelling help identify where and why road trauma occurs and guide the actions most likely to reduce deaths and serious injuries.

This includes improving safety on regional and higher-speed roads, where fatal crashes are overrepresented, and creating safer urban streets and centres, where large numbers of serious injuries occur.

It also includes reducing unsafe behaviours through education, enforcement and deterrence, increasing the uptake of safer vehicles and protective equipment, and improving safety outcomes for vulnerable road users.

The Safe System approach brings these elements together by recognising that people make mistakes and that the road system must be designed to protect them from death and serious injury when those mistakes occur.

The 2031 Road Safety Action Plan builds on what we know works. It combines proven road safety measures with new ideas, emerging technologies and community-informed solutions to target the areas where they can have the greatest impact.

The actions in this Plan have been shaped by evidence, expert advice and the experiences of people and communities across NSW. The following section outlines how community and stakeholder feedback helped inform the priorities and actions included in the Plan.

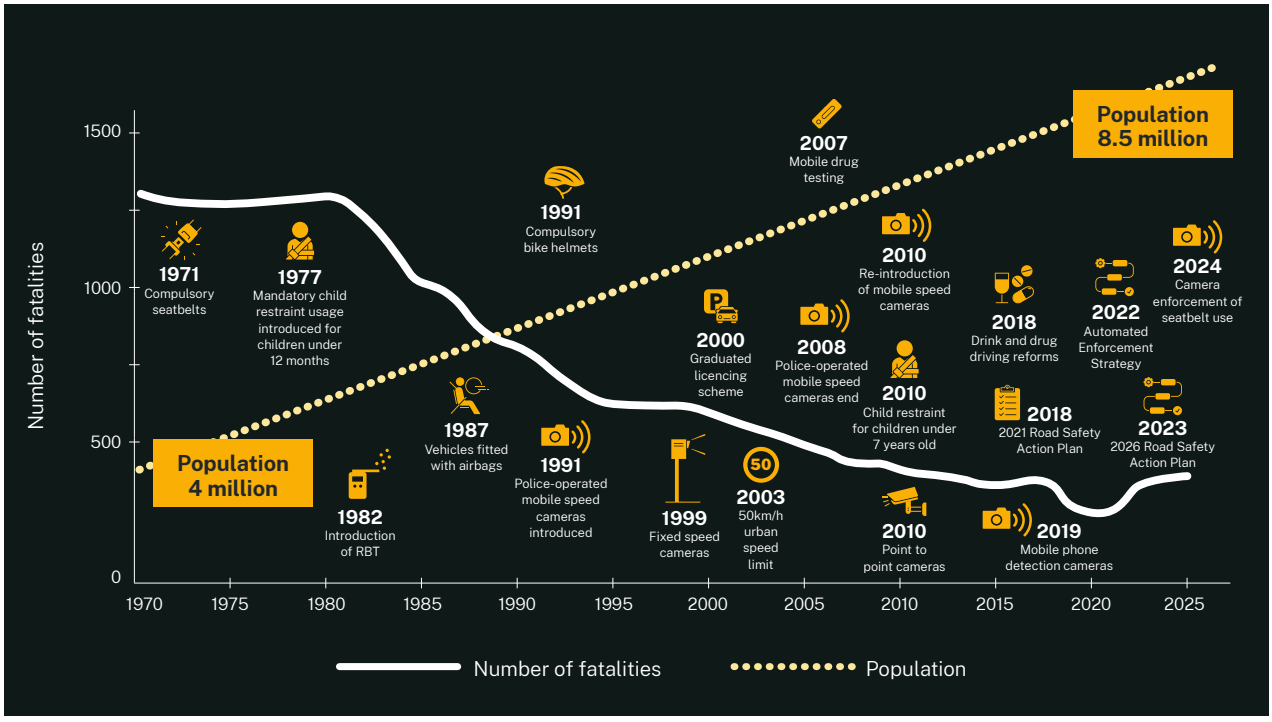



**Figure 1 — Major road safety reforms, fatalities vs. population 1970 – 2025**

# How the plan was developed

## Community and stakeholder feedback

More than 2,000 contributions from community members, stakeholders, Aboriginal communities and road safety practitioners shaped the 2031 Road Safety Action Plan. Through forums and the Have Your Say survey, participants tested the proposed priorities, identified practical barriers and opportunities, and explored how actions could work in different communities across NSW. This feedback provided a strong foundation for refining the Plan's priorities and actions.

Community feedback emphasised that road safety challenges vary across the state, however several consistent themes emerged. People in communities told us they want safer roads, safer speeds and safer local environments that make it easier to walk, ride, drive and move around with confidence.

They supported stronger action to address high-risk behaviour, practical road safety education throughout a driver's life, and road safety solutions that reflect local needs and conditions. They want clear statewide direction supported by locally tailored delivery, stronger local capability and practical tools that enable councils and communities respond to their circumstances.

There was strong support for proven infrastructure improvements on higher-speed roads, safer urban environments for people walking and riding, and greater protection for vulnerable road users. Emerging risks associated with e-bikes, e-scooters and other e-micromobility devices were also raised consistently.

Cost, availability and access also shape road safety outcomes. Participants identified barriers can affect people's ability to access safer vehicles, protective equipment, licensing services, training and other road safety supports, particularly in regional and remote communities.

Aboriginal communities reinforced many of these priorities and emphasised the need for community-informed and locally led approaches. Participants at the Aboriginal community forums emphasised improving access to licensing, safer vehicles and child restraints, supporting young people and safe riding, strengthening road safety education, communicating through trusted local channels, and continuing engagement beyond the development of the Plan.

## How feedback shaped the Plan

Community and stakeholder feedback directly influenced the Plan's priorities, actions and approach to delivery. It reinforced the need to combine evidence-based interventions with solutions that reflect local needs and aspirations. In response, the Plan maintains a strong focus on safer roads and speeds, unsafe behaviour, vulnerable road users, lifelong road safety education and locally tailored delivery.

Consultation also highlighted emerging risks associated with changing travel patterns and e-micromobility. This feedback informed actions on safer infrastructure, clearer regulation and coordinated education to better protect people walking, riding and using new forms of transport.

Aboriginal communities highlighted the disproportionate impact of road trauma on Aboriginal people and called for initiatives that are locally led, culturally appropriate and developed through trusted partnerships.

The Plan responds with actions to improve access to licensing, safer vehicles and child restraints, support young people and safe riding, strengthen road safety education, and ensure Aboriginal voices continue to inform implementation and decision-making.

Reflecting this feedback, the Plan includes a dedicated Aboriginal road safety priority area focused on community-led initiatives, culturally appropriate communication, stronger partnerships and ongoing Aboriginal participation.

Feedback also shaped how the Plan will be delivered. It commits us to ensure community involvement will continue through ongoing engagement, transparent reporting and evaluation.

Together, community, stakeholder and Aboriginal engagement have helped ensure the Plan reflects road safety evidence and lived experience across NSW. Continued engagement will help refine actions, respond to emerging risks and local needs, and focus effort where it can make the greatest difference.




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# The actions we will take

The actions in this Plan set out how NSW will reduce deaths and serious injuries on our roads between 2027 and 2031.

**They focus on the areas where we can make the greatest difference:**

- reducing high-risk behaviours
- protecting people who are most exposed in a crash
- creating safer streets and urban places
- improving safety on high-speed roads
- increasing the safety of vehicles and protective equipment
- improving Aboriginal road safety outcomes
- strengthening road safety management
- improving care after a crash.

Across these areas, the Plan expands proven road safety initiatives, targets the highest trauma risks and strengthens partnerships across government, industry, local councils, communities and road users. Some actions introduce new approaches, while others build on important work already underway.

Together, these actions apply the Safe System across the entire road safety system. They are designed to prevent crashes where possible, reduce the likelihood of death or serious injury when crashes occur, and improve outcomes for people affected by road trauma.

Road Safety Priority Area 1

# Increasing safe road user behaviour

## Why this matters

Safe road user behaviour influences risk on every trip and in every part of NSW. Most journeys are routine, but the decisions people make in a moment of pressure or distraction can increase the risk of a serious crash. This priority area focuses on reducing the behaviours that contribute to the most serious crashes.

The Safe System approach recognises that people will make mistakes. The goal is not to expect people to get it right every time, but to build a system that makes safe choices easier, reduces opportunities for high-risk behaviour, and reduces the likelihood and severity of harm when mistakes happen. Behaviour therefore remains essential even as we improve roads and vehicles become safer.

Speeding remains the most common behavioural factor involved in fatal crashes, with 40 per cent of fatalities involving speeding over the past 3 years. Other behaviours, including drink and drug driving, fatigue, distraction and not using restraints, also continue to contribute to deaths and serious injuries on NSW roads.

Addressing these behaviours requires more than providing information alone. Education, system design, enforcement and community support need to work together to support safer decisions and reduce high-risk behaviour across all road users.

## What we heard

Community feedback has been consistent – education needs to be lifelong and tailored for different ages and road user groups. Our communities want road safety education that is provided at the right stages of life and reflects real-world situations, not just rules on paper. There is strong support for locally delivered programs that reach people where they live and work, alongside contemporary digital learning that is accessible, relevant and engaging.

Communities also want enforcement to be visible, credible and fair. They want the road safety system to respond consistently to high-risk behaviour while supporting safer choices and a stronger road safety culture. Feedback also highlighted the need for better coordination between agencies responsible for enforcement, penalties, licensing and road safety education.

Stakeholders called for better access to road safety information, including local crash data, to help people understand the risks and consequences.

Some unsafe behaviours can become normalised, particularly low-level speeding and distraction. Changing these behaviours requires a coordinated approach that combines enforcement, targeted campaigns and practical support.

## What we will do

We will reduce high-risk behaviours by strengthening the mix of education, enforcement, and community support across NSW.

We will refine and expand automated enforcement technologies, trial new enforcement approaches, and develop targeted interventions for repeat speeding offenders.

We will expand the Road Safety Learning Lab to provide information and education for road users across all life stages.

We will work with the education sector to refresh and expand the Road Safety Education Program and improve and extend access to the Safer Drivers Course for young drivers.

We will work with partner organisations to make safe choices easier and reduce high-risk behaviours. This includes collaborating with NSW Police, Health, and Justice departments to develop drink and drug driving education programs and trial evidence-based behavioural programs.

We will strengthen the Road Safety Officer program to build council capability and support the delivery of initiatives planned by and for local communities.

We will continue to deliver proven behaviour change programs and campaigns using research, data and evaluation to improve their effectiveness over time.

These initiatives will target the range of behaviours that contribute to fatal and serious injury crashes and support drivers to make safer choices on NSW roads.

# Supporting safer speeds - behaviour

## New actions

| No. | Action | Lead | Support |
|---|---|---|---|
| 1.1 | Expand the use of average speed cameras for light vehicles, supported by a targeted communication strategy to improve awareness, compliance, and safety outcomes. | TfNSW | – |
| 1.2 | Review and optimise the Automated Enforcement Strategy to ensure enforcement approaches are evidence-led, fair and transparent, and effectively reduce high-risk behaviours. | TfNSW | – |
| 1.3 | Trial and evaluate new speed enforcement and approaches for NSW Police in high-risk locations, including in-motion speed enforcement. | NSW Police | TfNSW |
| 1.4 | Deliver early camera-detected offence notifications by SMS, online, or through other channels to influence driver behaviour more quickly following an offence. | TfNSW | Revenue NSW |
| 1.5 | Investigate in-vehicle and technology-enabled approaches, to identify and manage repeat and high-risk speeding behaviour. | TfNSW | – |
| 1.6 | Uplift enforcement capability within NSW Police Force vehicles to enhance enforcement effectiveness. | NSW Police | TfNSW |
| 1.7 | Strengthen deterrence of high-risk behaviours through increased roadside enforcement capability and examining opportunities to enhance roadside testing over the life of the Plan. | NSW Police | TfNSW |

## Continuing actions

> Current camera programs: Red-Light Speed Cameras, Mobile Speed Cameras, Average Speed Cameras, Fixed Speed Cameras, and Mobile Phone and Seatbelt Detection Camera Programs.

# Other safe road use behaviours

## New actions

| No. | Action | Lead | Support |
|---|---|---|---|
| 1.8 | Integrate and expand the online Road Safety Learning Lab to improve access to coordinated road safety information and education for road users across all life stages. | TfNSW | – |
| 1.9 | Expand the Road Safety Education Program by partnering with TAFE NSW to enhance delivery of road safety education across NSW. | TfNSW | Education Partners |
| 1.10 | Review the professional training requirements of licensed driving and riding instructors. | TfNSW | Training providers |
| 1.11 | Improve and extend access to the Safer Drivers Course for young drivers. | TfNSW | – |
| 1.12 | Expand road safety education and engagement for young people in regional and rural areas, in alignment with and support of school-based road safety education. | TfNSW | – |
| 1.13 | Uplift heavy vehicle driver training and assessment by adopting the revised National Heavy Vehicle Driver Competency Framework, including experience-based licensing pathways. | TfNSW | – |
| 1.14 | Require targeted drink and drug driving education programs to be completed by drink and drug driving offenders. | TfNSW | NSW Health |
| 1.15 | Research and develop countermeasures to address emerging drug driving risks. | TfNSW | NSW Police<br>NSW Health |
| 1.16 | Assess the feasibility of introducing an optional interlock program for low range drink driving to build on the existing Mandatory Alcohol Interlock Program. | TfNSW | – |
| 1.17 | Research, trial, and scale intervention and diversion options for high risk, including repeat and young speeding offenders. | TfNSW | NSW Justice |
| 1.18 | Explore and assess potential policy and funding levers, including the role of insurance schemes, to support safer driving outcomes among drivers at higher risk of unsafe driving behaviours. | State Insurance Regulatory Authority | TfNSW |

| No. | Action | Lead | Support |
|---|---|---|---|
| 1.19 | Reduce fatigue-related risk by enabling better journey planning and earlier rest through education, signage and technology. | TfNSW | – |
| 1.20 | Refresh the NSW Road Safety Education Program to educate children and young people and their families about road safety. | TfNSW | NSW Department of Education |
| 1.21 | Develop and deliver road safety education, engagement and communications through modern media for young people. | TfNSW | – |
| 1.22 | Expand the Road Safety Officer program to strengthen council capability and support safer road use through local planning and initiatives. | TfNSW | Councils |

## Continuing actions

- Monitor and assess new technologies to strengthen drug driving enforcement and deterrence.
- Deliver the Mandatory Alcohol Interlock and Sober Driver Programs.
- Design, deliver, and continuously refresh behavioural road safety education and campaigns to improve safe road use.
- Deliver and develop the Graduated Licensing Schemes for drivers and riders.
- Deliver community led road safety engagement across NSW to promote safer road use, working with partners through major events, local initiatives, and community partnerships.
- Deliver the demerit point reward program to incentivise offence-free driving and reinforce safer road user behaviour and support broader demerit point integrity enhancements.
- Continual improvement of legislation, road rules, penalties, and regulations.

Safe road user behaviour remains one of the most important factors in reducing road trauma. The actions in this priority area focus on making safe choices easier, reducing high-risk behaviours and supporting a culture where safe road use is the norm. Together, they help reduce the risk of death and serious injury for everyone who uses the road network.

Road Safety Priority Area 2

# Improving safety for vulnerable road users

## Why this matters

Some road users have less physical protection in a crash and are therefore more vulnerable to serious injury. This includes people walking, cycling, riding motorcycles, and those using e-micromobility devices. Improving safety for these groups is essential to reducing trauma and supporting safe movement across all transport modes.

This priority area is focused on helping shape communities, where people feel welcome, safe to walk, ride and move around as part of everyday life. People want to walk and ride safely as part of daily life, and communities want streets that support access to services, schools and local centres. When people don't feel safe, they may change their behaviour, avoid walking or riding, change how they travel, or take risks in environments that do not adequately protect them.

The transport system is also changing, particularly with the growth of e-bikes, e-scooters and other forms of micromobility. While these modes of transport offer new ways to travel, they can also introduce new risks and interaction challenges. This priority area focuses on improving protection, strengthening education and guidance, and addressing emerging risks early.

## What we heard

Community feedback showed strong support for improved pedestrian infrastructure and safety treatments as well as safer and more consistent cycling infrastructure. People consistently called for practical improvements that reduce risk and create safer, more connected local environments. Feedback also highlighted the importance of road design that supports predictable and safe interactions and the need for safer speeds in high pedestrian environments.

Emerging risks associated with e-bikes, e-scooters and other e-micromobility devices were raised consistently through consultation. Concerns focused on speed, interactions with pedestrians and vehicles, and uncertainty around rules and expectations. This highlights the need for coordinated education, regulations and infrastructure that keep pace with changing travel behaviour.

We also know certain groups need tailored support, including younger and older road users. Communities identified the importance of road safety education for young people and more proactive approaches that help older drivers to remain safe and mobile. This highlights the need for targeted interventions that support independence while managing risk.

## What we will do

We will work with communities across NSW, including our Aboriginal Communities, local government and other partners, to improve safety for people who are most vulnerable when a crash occurs. Together, we will reduce conflict points, improve infrastructure and respond proactively to emerging risks.

We will continue to focus on people who are particularly vulnerable on our roads. This includes targeted motorcycle safety initiatives and actions to improve safety for e-micromobility users. We will also strengthen how we prepare new drivers and riders for real-world risks.

We will also progress evidence-based improvements to protective equipment requirements and continue investing in infrastructure that makes walking and riding safer and more accessible for people across NSW.

## New actions

| No. | Action | Lead | Support |
|---|---|---|---|
| 2.1 | Deliver the Motorcycle Graduated Licensing Scheme, including implementation of recent reforms, to strengthen learner and provisional rider capability through enhanced education, coaching and digital assessment pathways. | TfNSW | – |
| 2.2 | Trial and evaluate specific warning signs and line marking for motorcyclists on curves, such as Perceptual Counter Measures, to help riders better judge speed and positioning. | TfNSW | – |
| 2.3 | Explore, develop, and implement enhancements to protective equipment requirements for all motorcycle riders considering international best practice and NSW safety evidence. | TfNSW | – |
| 2.4 | Update hazard perception tests to ensure new drivers are prepared for real-world risks. | TfNSW | – |
| 2.5 | Implement improvements to infrastructure for the safety of vulnerable road users in urban areas, including people walking, cycling and using mobility devices. | TfNSW | – |
| 2.6 | Evaluate the effectiveness of the older driver licensing approach to ensure it remains optimised for safety and mobility. | TfNSW | – |
| 2.7 | Strengthen e-micromobility safety in NSW, including e-bikes and e-scooters, by building on recent reforms, enforcement powers, education and vehicle standards. | TfNSW | NSW Police<br>NSW Fair Trading |
| 2.8 | Explore strategies to improve pedestrian safety, with a focus on high risk groups including older people and those with medical conditions, drawing on research, data and behavioural insights. | TfNSW | – |

## Continuing actions

- Practical information and guidance to support the safety of older road users.
- Management of Variable Message Signs on the network.

## Strengthening e-micromobility safety

In this Plan, e-micromobility means small electric transport devices such as e-bikes, e-scooters and other similar devices. It does not include mobility aids such as motorised wheelchairs or mobility scooters.

E-micromobility is a rapidly evolving area of road safety and requires coordinated action across regulation, enforcement, education, infrastructure and industry. To support safer outcomes for riders and other road users, the NSW Government is delivering initiatives across these areas through the NSW E-micromobility Action Plan 2025.

The NSW E-micromobility Action Plan 2025 provides the primary framework for improving e-micromobility safety in NSW. In response to stakeholder feedback and the growing significance of e-bikes and e-scooters on the roads, the 2031 Road Safety Action Plan highlights key initiatives being delivered through the E-micromobility Action Plan that contribute to safer road use and reduced trauma. These initiatives are managed and reported through the E-micromobility Action Plan and complement Action 2.7 of this Plan.

| | | |
|---|---|---|
| **Build on reforms and enforcement to improve behaviour** | | |
| Support compliance with road rules and safe use requirements through updated regulation, guidance and standards | Strengthen enforcement and deterrence, including delivery of e-bike vehicle seizure reforms and targeted communications | Target high-risk riding behaviours and unsafe interactions in shared environments, particularly risks to pedestrians |
| **Expanding education, behaviour change and rider capability** | | |
| Deliver coordinated safety campaigns, communications and community engagement targeting priority user groups | Develop online learning tools, resources and a practical toolkit to support safe behaviours across the e-micromobility lifecycle | Support schools, families and riders to improve capability in safe riding, maintenance and decision-making |
| **Strengthening safety across the device lifecycle and standards** | | |
| Promote safe behaviours across purchase, use, charging, maintenance and disposal of devices | Address risks associated with device quality, modification and lithium-ion battery safety | Support transition to safer device standards, including implementation of the European Standard for e-bikes |
| **Strengthening the evidence base and regulatory framework** | | |
| Improve recording and reporting of e-micromobility crash and trauma data to guide targeted interventions | Update road rules, legislation and guidance to improve safety for riders and other road users | Contribute to a nationally consistent framework for e-micromobility devices |
| **Partnering to support safer local environments** | | |
| Equip councils and partners with tools and resources, including the e-micromobility toolkit | Engage communities to address local safety risks and behaviours | Strengthen coordination across government and stakeholders to support consistent delivery |

Together, these initiatives provide a coordinated approach to improving e-micromobility safety across NSW. By combining education, enforcement, safer infrastructure, safer device standards, better data and local partnerships, they help reduce trauma among vulnerable road users and support safer interactions between all road users.

Protecting vulnerable road users is central to reducing road trauma in NSW. The actions in this priority area improve safety for people who are most exposed in a crash through safer infrastructure, stronger education, improved rider and driver capability, and targeted responses to emerging risks. Together, they help reduce the risk of death and serious injury while supporting safer and more connected communities.



Road Safety Priority Area 3

# Creating safe and vibrant urban places

## Why this matters

Urban places are where most daily travel happens, and where people walking, cycling, riding motorcycles and driving mix in close proximity. These are also the places where safety and liveability are most tightly connected. When streets feel safe, communities are more connected, local centres are more vibrant and people are more confident walking, riding and participating in public life.

Urban road trauma is often linked to everyday interactions between road users, particularly at crossings, intersections, work zones and other busy environments. In these locations, small changes to speed and design can have a meaningful impact on safety outcomes. The creating safer and vibrant urban places priority area focuses on creating places that are safe, accessible and support communities across NSW.

This theme is also about keeping pace with how transport is changing in urban environments. Population growth, more activity around centres, changing travel patterns, and emerging e-micromobility all increase the need for safe and predictable street environments. This priority area's approach is to build safer urban places through a combination of speed management, infrastructure, and partnerships. Road safety outcomes and perceptions of safety can vary across communities, highlighting the importance of locally tailored solutions.

## What we heard

Community members and stakeholders supported creating safer, more people-focused local streets and town centres. They recognised that road design influences road user behaviour and strongly supported infrastructure, speed management and place-based approaches that improve safety and accessibility.

Participants supported lower-speed environments of 30–40 km/h in busy areas, including High Pedestrian Activity Areas. They also called for safer and more accessible pedestrian infrastructure, including additional and raised crossings and improved lighting.

Feedback highlighted the need to better integrate active transport and improve separation between vehicles, pedestrians, bicycle riders and e-micromobility users. Participants emphasised that coordinated initiatives are more effective than isolated treatments. Stakeholders also supported investment across the entire network including main roads and local streets.

Stakeholders also highlighted the importance of safer signal operations and intersection treatments to reduce risks at key conflict points and support safer movement for all road users.

At the local level, feedback also supported targeted enforcement and stronger council capability to help deliver coordinated improvements that respond to local risks and conditions.

## What we will do

We will work with local government and communities to create safer streets and centres through safer speed environments and street design.

We will apply the NSW Movement and Place approach and the Design of Roads and Streets manual to ensure safety improvements also support broader benefits, including better access, amenity, connectivity, health and local economic activity.

We will upgrade traffic signals and intersection operations at scale to improve pedestrian safety and reduce the risk associated with turning movements.

We will also target high risk locations on main roads using data-led infrastructure and speed interventions. We will improve safety in work zones through testing and technology and deliver town entry gateway treatments to support safer transitions into centres and townships.

## New actions

| No. | Action | Lead | Support |
|---|---|---|---|
| 3.1 | Enhance placemaking, connectivity and the safety of urban centres and local streets by partnering with councils to implement wider-scale safer speed environments, including 40 km/h and 30 km/h limits where appropriate. | TfNSW | Councils |
| 3.2 | Partner with councils to improve safety outcomes in town centres and CBDs by applying Safe System–based street design, safer speeds and proven safety treatments as part of place-making and street upgrade initiatives. | TfNSW | Councils |
| 3.3 | Test, evaluate, and implement road and infrastructure-based safety technologies such as pedestrian countdown timers in high-risk locations. | TfNSW | – |
| 3.4 | Implement a Mass Action Program to upgrade 500 traffic control signals with treatments such as priority for pedestrians crossing, right turn arrows, or additional pedestrian crossing legs. | TfNSW | – |
| 3.5 | Develop new standards for innovative treatments, such as Compact Roundabouts. | TfNSW | – |
| 3.6 | Implement a Mass Action Program to deliver Town Entry Gateway treatments at priority peri-urban and regional locations. | TfNSW | Councils |
| 3.7 | Improve safety on main roads by drawing on a range of data sources to identify high-risk locations and deliver targeted speed management and infrastructure treatments. | TfNSW | – |
| 3.8 | Reduce risks to road workers through the use and testing of technology to influence safer driver behaviours. | TfNSW | – |

## Continuing actions

- Improve pedestrian and cyclist safety infrastructure.
- Enhance safety around schools through the delivery of the school crossing supervisor program and investigation of additional initiatives to enhance safety for school children, school crossing supervisors, and other road users.
- Continue to deliver safety improvements on key routes to school.

Creating safer urban places is about more than reducing crashes. It is about creating places and building streets that support safe movement, access and community life. The actions in this priority area help create safer environments for all road users while supporting more connected, vibrant and liveable communities across NSW.

Road Safety Priority Area 4

# Improving the safety of high-speed roads

## Why this matters

High-speed roads are essential for connecting communities and supporting freight and travel across NSW, especially in regional areas. At higher speeds, the margin for error is smaller and the consequences of mistakes are more severe. This priority area focuses on reducing fatal and serious injury crashes in environments where crashes are more likely to be catastrophic.

High-speed roads are also essential for people who rely on them to access work, education, health services and everyday activities. Communities expect a road network where speed limits, road design, maintenance and safety treatments work together to reduce risk and support safe travel. When those elements are misaligned, risk increases even for careful drivers.

Improving safety on high-speed roads requires more than individual projects. It requires a coordinated, long-term approach that systematically reduces risk across the network rather than relying on isolated improvements. That means addressing the most severe crash types through proven treatments, improving standards and guidance, and ensuring safety is embedded in planning and investment decisions. The goal is to build a safer network over time, with predictable improvements year on year.

## What we heard

Consultation feedback highlights strong concern about speed limits not matching road conditions, particularly in regional settings. People also raised the impact of heavy vehicles and freight movements and the importance of road condition and maintenance. There is strong support for proven infrastructure treatments that reduce the severity of crashes.

We know that some interventions have broad support because they are visible, practical and effective. These include barriers and other treatments that prevent run-off-road and head-on crashes, audio tactile line marking, commonly known as rumble strips, and targeted curve and intersection treatments. People also highlighted the need for more measures that help reduce fatigue, such as rest areas and facilities that support long-distance travel.

We also know that local government plays an important role in improving safety on high-speed roads through road management and local partnership delivery. Consistent planning tools, standards and guidance help align priorities, support safer road design and ensure treatments are applied consistently across the network.

## What we will do

We will reduce deaths and serious injuries on high-speed roads by delivering large-scale safety treatments that address the most severe crash types. We will implement programs for barriers, audio tactile line markings, curve treatments and rural intersection safety improvements, supported by updated standards and guidance for safer road design.

We will strengthen council tools for network safety planning, improve safety around level crossings using technology and enforcement, and continue speed limit reviews and road safety ratings programs that help target investment where it can have the greatest impact.

## New actions

| No. | Action | Lead | Support |
|---|---|---|---|
| 4.1 | Implement Mass Action Treatment Programs for safety barriers, intersections, and audio tactile line markings across regional roads over the next five years and:<br>▸ Deliver 750 km of roadside and/or median barriers<br>▸ Deliver 5,000 km of audio tactile line markings<br>▸ Deliver safety treatments to curves on main roads within rural and peri-urban environments<br>▸ Upgrade select rural intersections with safety treatments. | TfNSW | Councils |
| 4.2 | Develop a framework for treating high-risk curves on main roads within peri-urban and rural environments. | TfNSW | – |
| 4.3 | Develop a guideline for consistent safer road designs on high-speed road cross-sections. | TfNSW | – |
| 4.4 | Develop a risk-based strategy and technical guidance to identify priority safety treatments at rural intersections. | TfNSW | – |
| 4.5 | Develop a best-practice framework to assist councils in developing infrastructure-focused Network Safety Plans, including tools to support local road safety assessments. | TfNSW | – |
| 4.6 | Enhance level crossing safety, trialling and implementing technology including new approaches for enforcement and implementation of active controls. | TfNSW | – |
| 4.7 | Trial and evaluate evidence-based pavement marking and delineation treatments on high-speed regional roads to improve driver behaviour and awareness, including vehicle following distances. | TfNSW | – |

## Continuing actions

- > Regularly assess and publish road safety star ratings, to prioritise safety improvements.
- > Review the speed settings of main and surrounding roads for safety and to ensure consistency on the network.

High-speed roads play a vital role in connecting people, communities and industry across NSW. The actions in this priority area focus on reducing the most severe types of crashes through safer roads, safer speeds and targeted infrastructure improvements, helping reduce deaths and serious injuries while creating a safer and more resilient road network for everyone who relies on it.

Road Safety Priority Area 5

# Increasing the safety of vehicles and use of protective equipment

## Why this matters

Vehicles and protective equipment are an important part of the Safe System. While preventing crashes remains the priority, some crashes will still occur. When they do, the safety performance of vehicles and protective equipment can make the difference between a minor injury, a serious injury or death. Safer vehicles and protective equipment can help prevent crashes from occurring and reduce harm when crashes happen. This priority area focuses on increasing access to safer vehicles, safety technology and protective equipment across NSW.

Vehicle safety continues to improve through advances in technology, safer vehicle design and higher safety standards. Features such as collision avoidance systems, driver assistance technology and improved crash protection can help prevent crashes and reduce the severity of injuries. To achieve these safety benefits, people need access to safer vehicles, and a clear understanding of how these technologies work.

Protective equipment plays an important role in reducing harm, particularly for people who are more exposed in a crash. Access to safety equipment and its correct use are essential, particularly where cost or knowledge creates barriers. This priority area therefore combines technology, adoption and practical initiatives that help people protect themselves and others.

## What we heard

Community feedback highlighted the opportunities within vehicle technology, alongside the need for better education and awareness so people understand available safety features and how to use them effectively. People also recognised the role technology can play in supporting compliance and safer driving behaviours.

Stakeholders supported increasing the uptake of safer vehicles, including in the used car market, alongside education on advanced driver assistance systems and incentives to renew vehicle fleets. They also called for improved access to safer vehicles for young, old, regional and lower-income drivers. Community feedback highlighted that access to safer vehicles is not equal. Not everyone can purchase newer vehicles or access the latest safety features, and some communities retain older vehicles for longer.

Stakeholders and community members also raised concerns about risks from excessive bonnet heights on modern vehicles and the impacts they have on visibility and vulnerable road user safety. This highlights the importance of consumer information, fleet purchasing decisions and targeted initiatives that help increase access to safer vehicles.

Buses and heavy vehicles play an important role across the network because they transport large numbers of people, move goods across the state and operate across a wide range of road environments. Strong vehicle standards, safer vehicle design and safe operation are therefore essential to protecting passengers, road workers and other road users.

Advice supported that evidence, testing and independent safety ratings help identify which technologies and protective equipment deliver the greatest safety benefits. Research, testing facilities and robust data help ensure investment and decision-making remain focused on measures that improve road safety outcomes.

## What we will do

We will improve road safety outcomes by accelerating the benefits of safer vehicles and supporting the correct use of protective equipment. We will deliver practical programs that help people make safer choices while strengthening safety standards, oversight and evidence-based decision making across vehicle fleets.

We will expand research, testing and data capabilities to support improved vehicle safety, including emerging heavy vehicle safety technologies. We will also continue to support safety ratings, partnerships and initiatives that help people access and choose safer vehicles and protective equipment.

## New actions

| No. | Action | Lead | Support |
|---|---|---|---|
| 5.1 | Develop and implement a heavy vehicle safety data program to support consistent, evidence-based safety and network access decisions across NSW. | TfNSW | – |
| 5.2 | Expand the Future Mobility Testing and Research Centre to enable industry to develop, test and adopt advanced and automated safety technology for heavy vehicles including buses. | TfNSW | – |
| 5.3 | Develop and implement a child restraint fine diversion program that enables families to have child restraints checked and, where required, correctly fitted in lieu of paying a penalty. | TfNSW | NSW Police<br>Revenue NSW |
| 5.4 | Improve and use safety data and risk assessments to identify opportunities to update bus specifications, including the rollout of new and emerging safety technologies. | TfNSW | Bus Operators |
| 5.5 | Identify, test and assess the compatibility of larger sized family and utility vehicles with other vehicles and vulnerable road users. | TfNSW | – |

## Continuing actions

- Improve and advocate for enhanced safety of fleet vehicles for government and industry, including light vehicles, heavy vehicles, and buses.
- Vehicle and safety equipment testing at specialist facilities, including Crashlab and the Future Mobility Testing and Research Centre, to ensure new technologies improve road safety.
- Support for the introduction of proven vehicle safety features that help prevent serious injuries and deaths.
- Support testing and deliver legislative changes that enable safe development of Connected and Automated Vehicles to ensure NSW road users benefit from the safety potential of the technology.
- Expand and strengthen trusted, evidence-based safety rating programs to increase consumer awareness, uptake, and use of safer vehicles, motorcycle helmets and protective clothing, bicycle helmets, and child restraints.
- Work across government and industry to improve road safety for people who drive as part of their job, including supporting organisations that promote road safety and undertake research.
- Ensure optimal road safety outcomes from the Heavy Vehicle National Law review.

Safer vehicles and protective equipment help protect people when crashes occur and play an important role in reducing the severity of road trauma. The actions in this priority area support the uptake of safer technologies, improve access to protective equipment and strengthen the evidence needed to deliver better safety outcomes for road users across NSW.


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Road Safety Priority Area 6

# Aboriginal road safety




## Why this matters

Aboriginal communities bring deep knowledge, strong cultural connections and local expertise that are essential to creating safer journeys. At the same time, Aboriginal people continue to experience disproportionately high levels of road trauma in NSW. Improving road safety outcomes requires dedicated action that builds on community strengths, recognises the diversity of Aboriginal communities and supports Aboriginal leadership in shaping locally relevant and culturally responsive solutions.

The factors contributing to road trauma are complex and can be influenced by geography, access to services, licensing pathways, vehicle access, infrastructure, and broader social and economic factors. Addressing these issues requires a coordinated approach that brings together local knowledge, lived experience, road safety evidence and best practice.

Included in the 2031 Road Safety Action Plan is a dedicated Aboriginal road safety priority area that strengthens the commitment to ongoing partnership with Aboriginal communities and locally relevant road safety initiatives. This recognises both the disproportionate impact of road trauma on Aboriginal people and the importance of working in partnership with communities to develop and deliver solutions that reflect local priorities.

This priority area is guided by the NSW Government's Opportunity, Choice, Healing, Responsibility and Empowerment framework for partnering with Aboriginal communities, and Transport's commitments under its Stretch Reconciliation Action Plan. It reflects a commitment to ongoing engagement, partnership and shared learning, recognising that better outcomes are achieved when Aboriginal communities are involved in shaping the initiatives that affect them.

## What we heard

Aboriginal communities told us that road safety outcomes are influenced by a range of interconnected factors, including licensing, access to safer vehicles, travel distances and local road conditions. These can include barriers to licensing, access to safer vehicles, long travel distances, road conditions, and other factors that influence everyday transport choices and safety outcomes. The Safe System approach must therefore be applied in ways that reflect local circumstances and community priorities.

Participants emphasised that meaningful engagement, trust and long-term relationships are essential to achieving lasting road safety outcomes. Approaches developed with communities are more likely to be relevant, trusted and effective than those developed in isolation. Aboriginal communities reinforced that ongoing engagement helps ensure initiatives are informed by lived experience and responsive to local needs.

Community feedback highlighted the value of combining practical safety initiatives with culturally appropriate education and communication. Participants emphasised improving access to licensing, safer vehicles and child restraints, supporting young people and safe riding, strengthening road safety education, and sharing information through trusted local channels.

Communities also identified the importance of maintaining ongoing partnerships beyond the development of the Plan. This includes creating opportunities for Aboriginal voices and perspectives to continue informing implementation, evaluation and future road safety priorities.

## What we will do

We will work alongside Aboriginal communities and community-controlled organisations to support locally led road safety initiatives that reflect community aspirations, priorities and lived experience, while recognising the different and sometimes overlapping factors that can affect road safety outcomes for Aboriginal people.

We will invest in locally led initiatives and safety improvements that reflect community priorities and are supported by culturally appropriate engagement and communication.

We will continue to improve practical safety outcomes by supporting safer licensing pathways, access to safer vehicles and equipment, road safety education and community-based initiatives. We will also establish mechanisms for ongoing engagement and collaboration to ensure Aboriginal perspectives continue to inform implementation of the Plan over time.

An Aboriginal Road Safety Advisory Group will provide a forum for ongoing engagement, collaboration and advice throughout implementation of the Plan. The Group will help bring together Aboriginal perspectives, local knowledge and lived experience to inform road safety priorities, initiatives and emerging issues.



## New actions

| No. | Action | Lead | Support |
|---|---|---|---|
| 6.1 | Establish an Aboriginal Road Safety Advisory Group to guide road safety actions and ensure Aboriginal voices shape decisions. | TfNSW | – |
| 6.2 | Invest in road safety initiatives and infrastructure improvements for Aboriginal communities, focused on local priorities. | TfNSW | Councils |
| 6.3 | Deliver locally led road safety pilot projects in Aboriginal communities supported by community-based engagement and tailored activities to improve safety outcomes. | TfNSW | Councils |
| 6.4 | Strengthen culturally appropriate road safety communications. | TfNSW | – |
| 6.5 | Review and strengthen child car seat use and car restraint safety knowledge to improve the safety of passengers. | TfNSW | – |
| 6.6 | Expand helmet exchange programs to improve access to safe helmets for people riding bicycles and skateboards. | TfNSW | NSW Police |

## Continuing actions

- Increase funding of the Driver Licensing Access Program to support future expansion informed by planned evaluation.
- Support Aboriginal-led road safety education, engagement, and community partnerships to support safer road use in communities.
- Support the AFL NSW/ACT Indigenous Youth Leadership Program and the Koori Knockout event to promote road safety.

Aboriginal road safety requires sustained commitment, strong partnerships and locally relevant solutions. The actions in this priority area support a collaborative approach to reducing road trauma, ensuring Aboriginal communities remain central to the ongoing development and delivery of road safety initiatives across NSW.



Road Safety Priority Area 7

# Road safety management

## Why this matters

Reducing road trauma requires more than individual programs and initiatives. It requires strong systems, evidence and accountability to ensure actions are delivering the intended outcomes and helping NSW stay on track towards its road safety goals.

Road safety is influenced by many organisations, including government agencies, local councils, industry and community partners. Road safety management provides the foundation for coordinating these efforts, supporting informed decision-making and ensuring investment is focused on the areas of greatest need.

The road safety environment continues to evolve. Population growth, increases in licence holders and vehicles registrations, changing travel patterns, new technologies and emerging forms of micromobility create new challenges and opportunities. Strong governance, ongoing research and continuous evaluation help ensure NSW can respond to these changes and continue improving safety outcomes over time.

This priority area strengthens how road safety is planned, monitored and continuously improved. By improving governance, data, evaluation and capability, NSW can better understand emerging risks, target resources more effectively and build on what works.

As a supporting priority area, road safety management underpins the successful delivery of all actions in this Plan. It provides the systems, partnerships and evidence needed to coordinate effort, measure progress and support continuous improvement across the road safety system.

## What we heard

Stakeholders highlighted the importance of strong governance, clear accountability, coordinated leadership and collaboration across the organisations that influence road safety outcomes.

We also heard that reliable and more accessible data, effective evaluation, regular monitoring and transparent reporting support better decision-making, accountability and public confidence. Improving how risks are identified, investments are prioritised and outcomes are measured helps ensure resources are directed to the areas where they can have the greatest impact.

At the local level, communities and stakeholders highlighted the importance of locally tailored solutions and stronger tools and support, including the role of Road Safety Officers and local delivery partners. There is growing demand for practical tools, guidance and shared learning that help communities, councils and organisations deliver road safety initiatives more effectively.

## What we will do

We will strengthen road safety management by improving how road safety is governed, measured and continuously improved across the life of the Plan.

We will improve the use of data, research and evaluation to better understand road safety risk, measure progress and support evidence-based decision-making. This includes identifying emerging risks, strengthening performance monitoring and improving how road safety outcomes are evaluated.

We will build capacity across the road safety system through stronger collaboration and support for councils, while continuing research and community insights activities to better understand attitudes, behaviours and emerging issues.

We will use modelling, data and evidence to support long-term planning and investment, including designing the Safe System changes needed to achieve zero trauma by 2050. Through policy development, data analysis and research, we will also consider how road safety risks and outcomes may differ by gender. This will help ensure initiatives are informed by these differences and work effectively across different cohorts.

## How we will track progress

Reducing road trauma requires more than delivering actions. It also requires monitoring whether the elements of our road system are being made safer over time.

Safety Performance Indicators provide a way to measure key risks in the road system and track progress towards improving safety across the road system. The indicators have been informed by strategic trauma modelling and align with the areas of the road system where investments and improvements should be focused to reduce fatalities and serious injuries.

The indicators help show what we need the road system to look like at crossroads, road users, vehicles, speeds and post-crash response to support safe mobility for all. Improvements across these indicators will show whether the system is becoming safer and more survivable over time.




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into vibrant places to live, work and visit.
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The table below presents NSW's current Safety Performance Indicators and how they relate to the priority areas in this Plan. It should be read as a guide to the key measures that will be monitored, rather than as a direct measure of individual actions. Each indicator helps monitor whether changes in the road system are moving NSW toward safer outcomes over the life of the Plan. Post-crash care indicators will be developed, while Transport will work with the Aboriginal Road Safety Advisory Group to determine suitable Aboriginal road safety indicators.

| Priority area | Safety Performance Indicator |
|---|---|
| **Safe road user behaviours** | Proportion of sober drivers |
| | Proportion of non-drug drivers |
| | Proportion of seatbelt wear in light vehicles |
| | Motorcycle helmet compliance |
| | Bicycle helmet compliance |
| | Mobile phone compliance |
| **Safe and vibrant urban places** | Proportion of urban roads with safe speed limits of 40km/h or below |
| | Proportion of urban intersections with safer speeds (no more than 50km/h) |
| | Proportion of vehicles compliant with speed limits on urban roads (40-60km/h) |
| **Safe high-speed roads** | Proportion of travel on 3+ star State roads |
| | Proportion of kilometres on State roads with median barriers |
| | Proportion of kilometres on State roads with Audio Tactile Line Marking |
| | Proportion of intersections on country roads with safer speeds (with speeds no more than 70km/h) |
| | Proportion of vehicles compliant with speed limit on country roads (100-110km/h) |
| | Average speed on 80-110km/h country roads |
| **Safe vehicles** | Proportion of registered 5-star cars (light vehicles) in the vehicle fleet |
| | Proportion of 5-star cars in new car sales |

Together, these indicators provide a consistent way to monitor whether safety is improving across the elements of the road system that have the greatest influence on death and serious injury: roads and streets, speeds, vehicles, protective equipment and road user behaviour.

## New actions

| No. | Action | Lead | Support |
|---|---|---|---|
| 7.1 | Review the network for Local Government Areas that have consistently recorded higher trauma and risk rates and develop and implement a Safe System-based tailored plan to improve safety. | TfNSW | Councils |
| 7.2 | Establish a program evaluation framework to support prioritisation, decision-making, and continuous improvement across the road safety portfolio. | TfNSW | – |
| 7.3 | Undertake a mid-term review of the 2031 Road Safety Action Plan to assess progress, performance and implementation timing, and to inform the development and sequencing of future Road Safety Action Plans. | TfNSW | – |
| 7.4 | Investigate use of technology to better identify emerging road safety risks across the network and inform early, targeted road safety interventions. | TfNSW | – |
| 7.5 | Implement a best practice research approach to monitor attitudes, behaviours, and community perceptions to improve road safety outcomes. | TfNSW | – |
| 7.6 | Model required changes across roads, vehicles, speeds, road use and post-crash care to achieve zero deaths and serious injuries by 2050. | TfNSW | – |
| 7.7 | Develop a program to engage councils to increase capability and a proactive approach to deliver road safety outcomes. | TfNSW | Councils |
| 7.8 | Deliver annual Road Safety Action Plan progress and performance insights through an annual NSW Road Safety event aligned with National Road Safety Week. | TfNSW | – |
| 7.9 | Review the Road Safety in Your Workplace program to assess its effectiveness, scalability, and potential for broader implementation, and implement actions to support expanded uptake across NSW workplaces. | TfNSW | – |
| 7.10 | Update terminology in NSW road transport legislation to replace the term 'accident' with 'crash', aligning with the Safe System approach and recognising that road trauma is preventable. | TfNSW | – |
| 7.11 | Consider a gender mainstreaming approach to policy development, road safety data and research initiatives. | TfNSW | – |

| No. | Action | Lead | Support |
|---|---|---|---|
| 7.12 | Through the Driver and Other Road User Safety component of the Compulsory Third Party scheme, administered by SIRA, direct funding to targeted road safety initiatives and promote safety messaging that reduces trauma and supports safer road user behaviour. This will support alignment between road safety investment, injury prevention objectives and the broader goal of reducing deaths and serious injuries across NSW. | SIRA | – |
| 7.13 | Review the Transport and Infrastructure State Environmental Planning Policy to enable road safety treatments to be approved more quickly through the planning process. | NSW Department of Planning, Housing and Infrastructure | TfNSW |
| 7.14 | Work with interagency partners to explore opportunities to influence road and public safety outcomes through planning frameworks, supporting safer and more connected places. | TfNSW | NSW Department of Planning, Housing and Infrastructure |
| 7.15 | Elevate bus driver health, fitness to drive and safe driving capability through evidence-informed approaches responding to identified bus safety risks. | TfNSW | Bus Operators |

## Continuing actions

- Use modelling to inform evidence-based road safety strategies.
- Strengthen and embed a Safety Performance Indicator framework to monitor road safety risk, track delivery of key safety treatments, and assess progress toward fatality and serious injury reduction targets.
- Strengthen the use of data and evidence to support road safety planning, monitoring, and decision-making across NSW.
- Maintain and enhance the Towards Zero Collaboration Hub to strengthen local government stewardship of road safety.

Effective road safety management supports every priority area in this Plan. The actions in this priority area strengthen the evidence, expertise and accountability needed to monitor progress, respond to emerging risks and support long-term reductions in road trauma across NSW.

Road Safety Priority Area 8

# Post-crash care

## Why this matters

Preventing crashes is vital, but when crashes do occur, the response that follows can make the difference between life and death, and between recovery and lifelong harm.

For the first time, the 2031 Road Safety Action Plan recognises post-crash care as both a priority area and a core pillar of the Safe System. This reflects the important role that coordinated emergency response, trauma care, rehabilitation and recovery play in reducing deaths and serious injuries on NSW roads.

Post-crash care begins when a serious crash occurs and continues through emergency response, hospital treatment, rehabilitation and recovery. It includes the systems and services that help people receive the right care at the right time following a crash. The quality, timeliness and coordination of these responses can have a significant impact on survival, recovery and long-term outcomes.

This priority area recognises that post-crash care is delivered across multiple agencies and systems, including emergency services, health and support services. Strong coordination, shared learning and clear roles help ensure that people receive the right care at the right time, while lessons from serious crashes are used to improve safety outcomes across the road system.

## What we heard

Our partners and stakeholders highlighted the importance of rapid and well-coordinated emergency response to improve survival and recovery following serious crashes. Earlier access to appropriate care can improve outcomes, particularly for people experiencing serious trauma. However, response times, access to specialist care and recovery pathways can vary depending on location and crash circumstances.

Stakeholders also recognised the importance of strong coordination across the service involved in responding to and recovering from serious crashes. The experience of people affected by road trauma can be influenced by how effectively these services work together.

Better sharing and analysis of health, emergency response and crash data was identified by stakeholders as valuable for improving understanding of road trauma and supporting evidence-based improvements across the road safety system.

Stakeholders recognised the long-term impacts of road trauma on injured people and their families and highlighted the importance of accessible support and coordinated recovery services beyond the immediate response to a crash.

## What we will do

We will strengthen post-crash care by improving coordination, skills and learning across the systems involved in responding to serious road crashes. We will work with partner agencies to support best-practice emergency response, rescue and extrication, strengthen the use of data and evidence, and improve how lessons learned from serious crashes inform future road safety action.

We will also strengthen connections between emergency response, recovery and support services to improve outcomes for people affected by road trauma.

Together, these actions will help reduce the severity of injuries, improve recovery outcomes, and strengthen the Safe System by ensuring people are supported before, during and after a crash.

## New action

| No. | Action | Lead | Support |
|---|---|---|---|
| 8.1 | Strengthen coordination and shared learning across agencies involved in post-crash care through a joint Post-Crash Care Steering Group, to improve outcomes for people injured in road crashes and those impacted by serious road trauma. | TfNSW | NSW Health |
| 8.2 | Promote and expand the adoption of first-on-scene education to support safer and more effective responses at road crash scenes, including targeted uptake across organisations with large vehicle fleets. | TfNSW | – |
| 8.3 | Review global best practice in vehicle extrication and promote best practice rescue protocols to reduce the time taken to safely rescue and extricate people following serious road crashes. | State Rescue Board | TfNSW |
| 8.4 | Develop robust cross-agency data and insights to understand the impact of road trauma on the health system and establish metrics to drive improvement. | TfNSW | NSW Health |
| 8.5 | Strengthen multi-agency data sharing, analysis and investigation of selected fatal and serious injury crashes to drive evidence-based changes across the road network. | TfNSW | NSW Police |
| 8.6 | Reform post-crash drug and alcohol testing to include drivers and bicycle riders involved in crashes that cause grievous bodily harm in addition to those involved in fatal crashes. | TfNSW | NSW Police<br>NSW Health |

## Continuing actions

- Partner with the NSW Road Trauma Support Group to support and amplify the voice of families and friends affected by road trauma, including by improving system coordination, communication and access to support through review of the end-to-end experience.
- Strengthen the sharing and use of serious-injury crash data from the health system to improve understanding of road trauma and inform evidence-based road safety decision-making.

Post-crash care is an essential part of reducing the impact of road trauma. The actions in this priority area strengthen the systems, partnerships and support services that help save lives, improve recovery outcomes and reduce the long-term impacts of serious injury across NSW.

# Delivering and monitoring the Plan

## Road safety delivery framework

Reducing road trauma requires a coordinated approach across the entire road safety system. The 2031 Road Safety Action Plan brings together a shared vision, clear targets and evidence-based actions focused on the areas where they can have the greatest impact.

The framework below shows how the different parts of the Plan work together to reduce deaths and serious injuries and deliver safer outcomes for people and communities across NSW.

| | | | | |
|---|---|---|---|---|
| Vision | Zero fatalities and serious injuries by 2050 | | | |
| Targets | **Halving fatalities** on NSW roads by 2030 (based on 2018-2020 baseline) | | **Reducing serious injuries by 30%** on NSW Roads by 2030 (based on 2018-2020 baseline) | |
| | **80% travel on 3-star State roads by 2030** | | **Zero fatalities and serious injuries by 2050** | |
| Key principles | A future focused approach using modelling to set long term targets | The Safe System approach | Implementing evidence-based initiatives to maximise safety for all NSW users | A collaborative approach with a strong focus on partnership and engagement |
| Key priority areas | 1 Increasing safe road user behaviour | 2 Improving safety for vulnerable road users | 3 Creating safe and vibrant urban places | 4 Improving the safety of high-speed roads |
| | 5 Increasing the safety of vehicles and protective equipment | 6 Aboriginal road safety | 7 Road safety management | 8 Post-crash care |
| Targeted actions for each priority area | | | | |
| Key enablers for success | Data, monitoring, and evaluation | Technology, research and innovation | Community engagement, partnerships and interagency collaboration | Governance, safety performance management and accountability | Regulation and enforcement |

## Shared responsibility and partnerships

Reducing road trauma requires action across the entire road safety system. No single organisation can achieve safer road outcomes alone. Governments, industry, local councils, communities and road users all play an important role in preventing deaths and serious injuries.

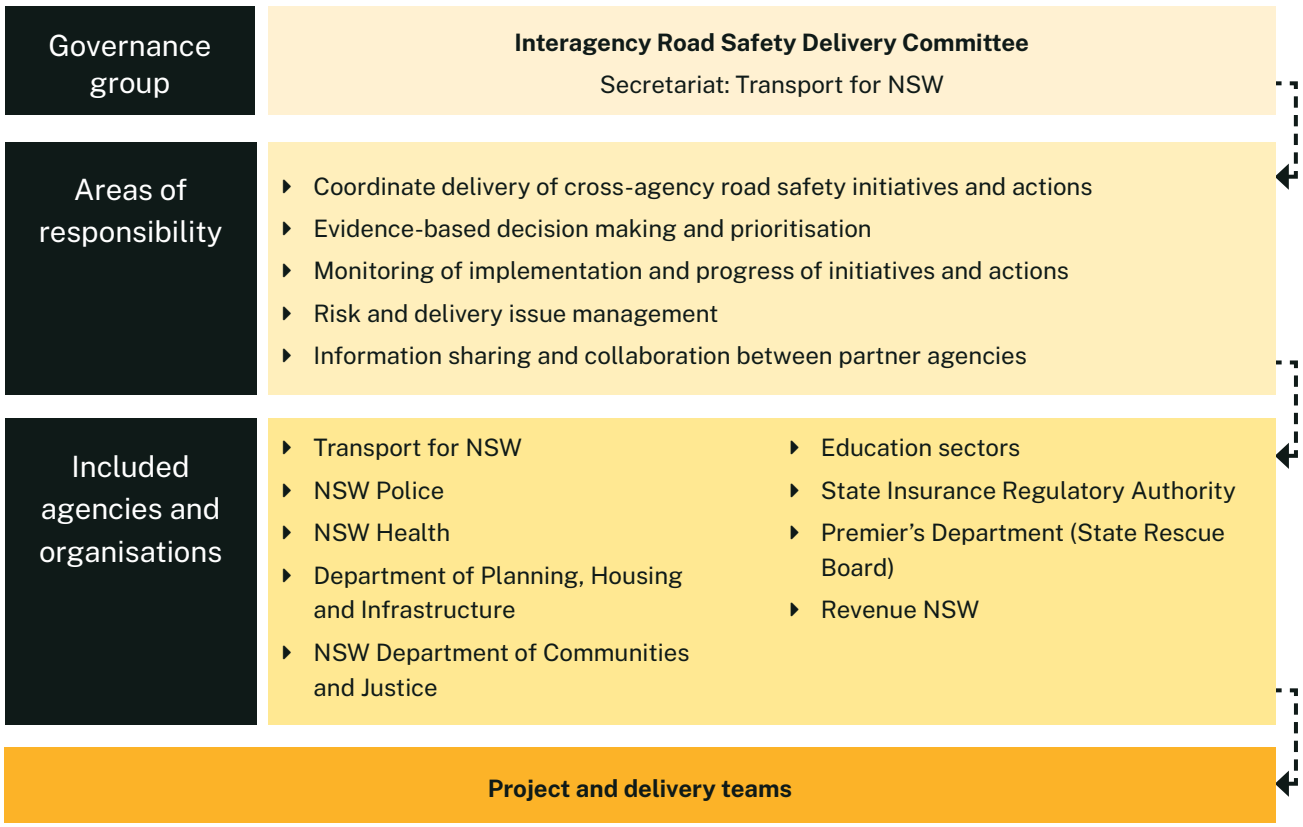
The 2031 Road Safety Action Plan strengthens this shared responsibility approach by bringing together the agencies and organisations that influence road safety outcomes. Strong partnerships help ensure road safety is considered across policy, planning, infrastructure, education, enforcement, health and emergency response, and that actions are coordinated towards common goals.

## Interagency Road Safety Delivery Committee

To support delivery of the Plan, NSW will establish an Interagency Road Safety Delivery Committee.

The Committee will bring together agencies with a key role in improving road safety outcomes and provide a coordinated approach to delivery of the Plan. It will support collaboration, monitor progress, strengthen accountability and help ensure agencies work together to address complex road safety challenges.

By strengthening partnership across government, the Committee will help drive coordinated action across the road safety system and support NSW's long-term vision.



## Reporting, monitoring and evaluation

To make sure the 2031 Road Safety Action Plan delivers meaningful safety outcomes, Transport for NSW will work with delivery partners to monitor implementation, track road trauma trends and assess the impact of actions over time.

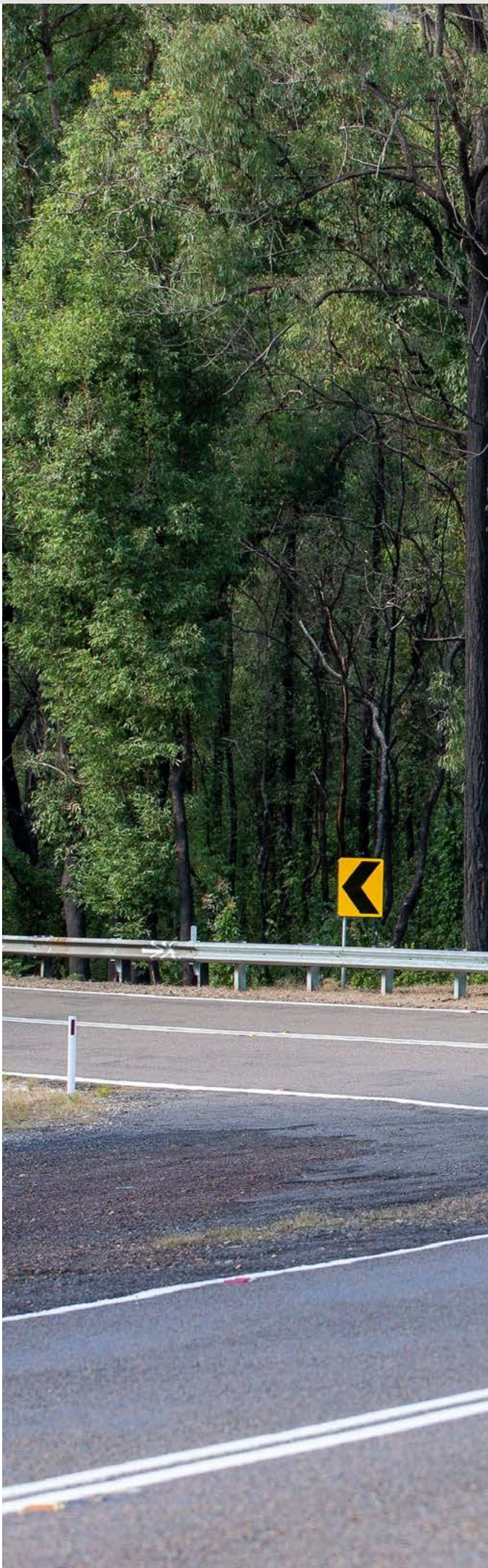
Monitoring will focus on both delivery and outcomes. This includes monitoring progress against the actions in this Plan, measuring performance against key safety indicators, and using road safety data, research and evaluation to understand what is working and where further effort is needed.

The NSW Government is committed to transparent reporting and accountability. Regular updates will provide insights into progress, road safety performance and emerging challenges including through annual Road Safety Action Plan reporting.

A mid-term review will assess implementation progress, emerging risks, and future priorities, helping ensure the Plan remains responsive to changing needs and opportunities.

Evaluation will support continuous improvement across the life of the Plan. Lessons from implementation, research, community feedback and trauma data will be used to strengthen decision-making, refine initiatives and focus effort where it can have the greatest impact.

Reducing road trauma requires long-term commitment and sustained action. By working together and continuing to invest in what works, NSW can reduce deaths and serious injuries, improve safety for all road users and move closer to the vision of zero road trauma on our roads by 2050.





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NSW GOVERNMENT

TOWARDS ZERO