

Transport
for NSW

2026 Road Safety Action Plan

Toward zero trauma
on NSW roads



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Minister for Metropolitan Roads foreword

I am pleased to present the 2026 Road Safety Action Plan, a detailed outline of the NSW Government's commitment to improving safety on our roads across the State. New South Wales has made significant progress in road safety over recent decades. Still, too many lives are lost on our roads.

We know the pandemic has influenced travel patterns across NSW and Transport for NSW and our partners continue our work to understand the impacts this change will have on road safety across the State.

In 2021, 270 people lost their lives on NSW roads, 14 fewer than in 2020 and the lowest end-of-year road toll since 1923. As a result, we achieved the previous target set by the NSW Government to achieve a 30 per cent fatality reduction from 2008–2010 by the end of 2021.

NSW has set clear and ambitious goals in road safety coupled with evidence-based road safety initiatives, that are delivered through the Community Road Safety Fund which help reduce the NSW road toll.

We continue to work with road safety experts to share evidence and experience about measures that save lives and reduce serious injuries. In developing this plan we have engaged extensively across NSW.

The Plan is based on the proven Safe System approach to road safety, delivered by initiatives that lead to safer roads, speeds, people and

vehicles, which when implemented together allow the road system to not only keep us moving, but, more importantly, keeps us safe.

The 2026 Road Safety Action Plan builds on the success of the 2021 Plan. It features proven safety initiatives that build on the success of existing programs and includes new road trauma targets for 50 per cent fewer deaths and 30 per cent fewer serious injuries by 2030.

Priorities between now and 2026 include:

- ▶ Accelerating safety features in vehicles by investing in new technologies and influencing fleet purchasing policies to encourage take up of 5-star safety rated vehicles.
- ▶ Doing more to protect vulnerable road users such as motorcyclists, bicycle riders and pedestrians through raising awareness of key risks for these road users and by creating safer road environments for them.
- ▶ Using our world-first mobile phone detection cameras to further reduce trauma by also enforcing seatbelt laws.
- ▶ Establishing a new Drug and Alcohol Road Safety Advisory Group, to help guide the way forward for drug and alcohol enforcement.

We will also be engaging more closely with workplaces and community organisations to make road safety everyone's priority. This will include delivery of targeted campaigns and raising awareness about actions we can all take to stay safe on and around our roads.

The 2026 Road Safety Action Plan is a partnership with all road users — from commuters to holidaymakers, business and industry. Our Plan will be delivered through collaboration, driven by evidence that will keep people safe on NSW roads so that together we move towards zero.

The Hon. Natalie Ward, MLC
Minister for Metropolitan Roads



Minister for Regional Transport and Roads foreword

The 2026 Road Safety Action Plan supports our Future Transport Strategy, working towards our shared goal of zero trauma on the NSW transport network. The Plan sets clear road safety targets and outlines initiatives to ensure we continue to build on the work we have achieved.

People in our regional areas, in particular, are more likely to be impacted by road trauma. One third of NSW's population resides in regional areas and two thirds of road fatalities still occurred outside of a metropolitan area.

To inform this Plan, we have consulted with national and international road safety experts, aligning NSW with world leading road safety thinking. We also reached out to thousands of members of the NSW community and asked for their suggestions and opinions. I am grateful to all who have participated in voicing their thoughts on road safety – this has played a key role in delivering this Plan.

The Road Safety Plan 2021 invested \$640 million to save lives on our country roads with more road safety infrastructure treatments such as safety barriers, audio tactile line marking and curve widening. Such measures contributed to reducing fatalities on country roads in recent years.

The 2026 Road Safety Action Plan builds on these accomplishments with sustained investment in road safety initiatives, particularly on our regional roads.

Other priorities in this Plan include:

- ▶ Continued investment in lifesaving road safety infrastructure treatments such as safety barriers and rumble strips across the regional network.
- ▶ Further expansion of the Driver Licensing Access Program, to improve access to licensing for Aboriginal and disadvantaged road users.
- ▶ Supporting the NSW Road Trauma Support Group to provide a voice for those who have been impacted by road trauma and provide connections with other existing services.
- ▶ A new online Towards Zero Collaboration Hub to build capability and knowledge transfer among councils, enhance local leadership to deliver safety outcomes and facilitate local community action.

We will also continue to build safer local communities through providing accurate, consistent and up-to-date information for local governments, and supporting them to engage their communities.

I feel certain that every person in NSW, particularly regional NSW, will join me in continuing the NSW Government's commitment to reducing road trauma until we reach zero deaths and serious injuries on our roads.

The Hon. Samuel Farraway, MLC
Minister for Regional Transport and Roads

The 2026 Road Safety Action Plan at a glance

NSW has achieved significant reductions in road trauma through a coordinated approach to improve road and vehicle safety, safer speed limits, better enforcement and road user behaviour. This is consistent with the long-term vision outlined in the National Road Safety Strategy 2021–2030.

The 2026 Road Safety Action Plan seeks to continue the accomplishments of the Road Safety Plan 2021 and focuses on enhancing education and local engagement, transforming the safety of the road network and accelerating safety features in vehicles. The Plan also aligns with Future Transport 2056, the NSW Government's transport planning strategy, which aims to ensure safety is designed into the transport network as NSW grows.

The 2026 Road Safety Action Plan seeks to build on the success of the Road Safety Plan 2021 with new road trauma reduction targets for 2030, setting NSW on a path towards zero road trauma by 2050.

The Plan was developed following extensive engagement and community consultation, as well as analysis of trauma trends, best practice approaches and research evidence. The Plan adopts the Safe System approach to achieving a safe transport system, which in combination could cut NSW deaths by 90 per cent and serious injuries by 80 per cent by 2050 based on Australian-first, in-depth road trauma modelling.

The Plan includes specific actions to move towards new road trauma reduction targets for 2030. Actions in the Plan will continue to be delivered through the Community Road Safety Fund, which directs every dollar from road safety camera detected offences back into the funding of road safety initiatives.

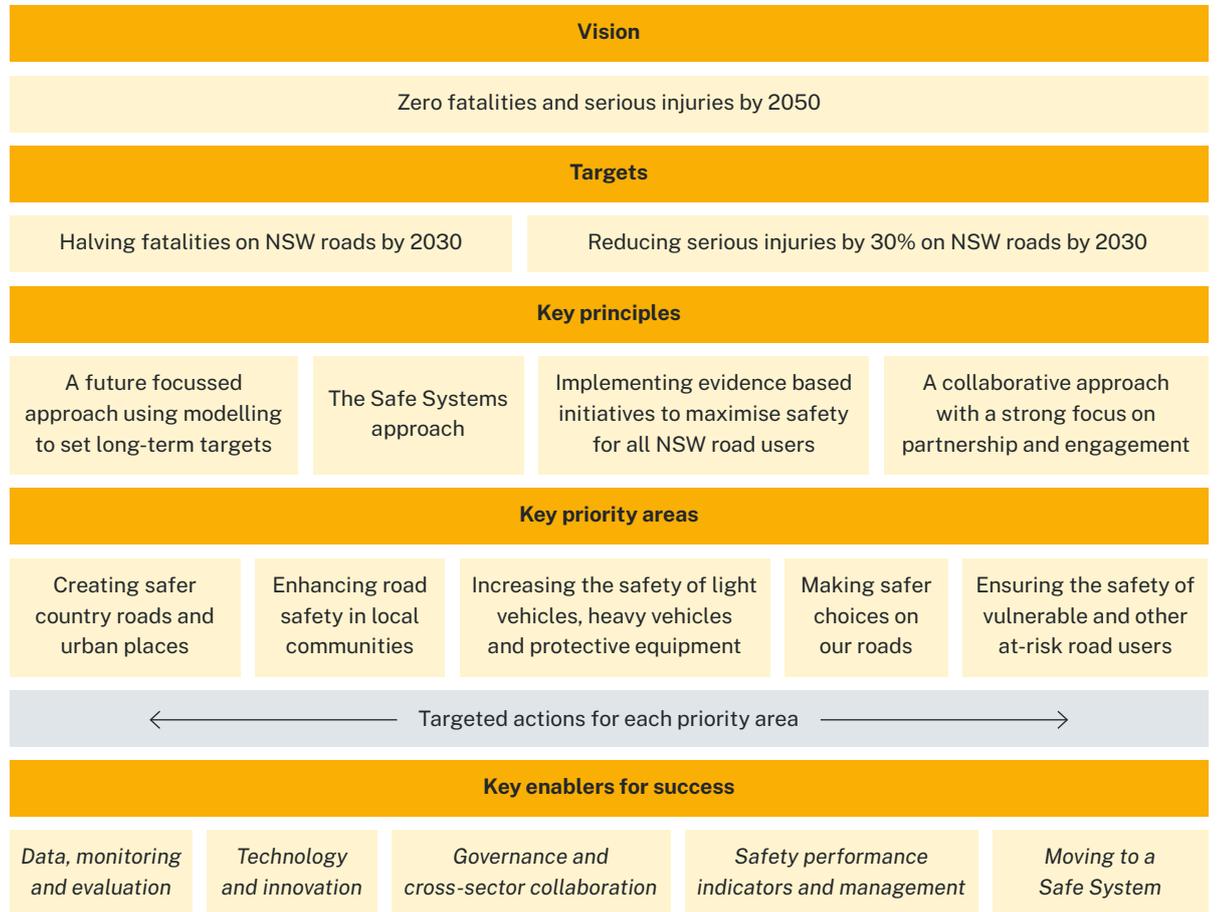


Road safety is a shared responsibility

Achieving our goal of zero trauma on NSW roads will require ongoing whole of government collaboration and support from stakeholders and every member of the NSW community.

We will also work closely with key partners and stakeholders including road safety advocates, local councils, indigenous organisations, emergency services, insurance groups, public transport providers as well as subject matter experts in education, health (drugs and alcohol), transport and logistics, and technology ensuring road safety targets are achieved. Everyone has a role to play as we work together to save lives on NSW roads.

Road safety delivery framework



Responding to community and stakeholder needs

A clear understanding of the needs of the NSW community was critical in informing the development of the 2026 Road Safety Action Plan. A comprehensive consultation process for the Plan included community-based forums, Aboriginal consultation, a state-wide survey, direct submissions and a number of stakeholder forums and workshops.

This extensive consultation gathered the views of over 240,000 individuals and stakeholder groups from regional and metropolitan areas and identified the critical road safety needs and concerns across NSW.

A key finding from this process was the high level of support for the NSW Government in aiming for a zero road toll by 2050 (84 per cent) from the community, stakeholders and delivery partners. The main road safety concerns raised by participants during this process related to drink and drug driving behaviours and enforcement, road safety infrastructure and education, speeding and vehicle safety initiatives.

Taking action to save lives

Over the next five years, the NSW Government will increase road safety through five priority areas including:

Creating safer country roads and urban places

- ▶ Deliver a new Towards Zero Safer Roads Program by 2030 to systematically build a safer road network through safety infrastructure and speed management, with the majority of this investment going to the Saving Lives on Country Roads Program.
- ▶ Integrate road safety assessment, safety features and requirements into broader transport infrastructure planning and delivery to ensure early and ongoing assessment and management of road safety risks.

Enhancing road safety in local communities

- ▶ Develop a new online Towards Zero Collaboration Hub to build capability and knowledge transfer among councils, enhance local leadership to deliver safety outcomes and facilitate local community action.
- ▶ Implement a Towards Zero Ambassador Program to encourage local council leaders to be safety champions in their local communities.



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

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

- ▶ Review and expand the Local Government Road Safety Program to ensure every council has access to a Road Safety Officer to better resource their road safety planning and integration in their local communities.
- ▶ Improve access to information and resources for all road users at different life stages by developing a new online NSW Road Safety Education Centre.
- ▶ Deliver a new Online Learner Licence Education and Testing Platform to help customers complete training and testing for their learner licence online.
- ▶ Further expand delivery of the Driver Licensing Access Program, to improve access to licensing and safe driving for Aboriginal and disadvantaged road users.
- ▶ Support the NSW Road Trauma Support Group to provide a voice and support for those who have been impacted by road trauma through the criminal act of another road user.

Increasing the safety of light vehicles, heavy vehicles and protective equipment

- ▶ Implement a trial program to equip low-cost technologies such as lane departure and collision warning systems to vehicles used by younger, older and regional drivers.
- ▶ Pilot a vehicle renewal program that provides former fleet vehicles from Government and corporate partners to younger and disadvantaged drivers to increase their use of safer vehicles.
- ▶ Further strengthen the NSW Government Fleet Policy to extend safety requirements to Government contractors.
- ▶ Deliver a new heavy vehicle safety strategy and enhance partnerships with the heavy vehicle industry to improve safety of the freight task across NSW that includes encouraging uptake of technology options to improve heavy vehicle driver safety and increase vulnerable road user detection.

Making safer choices on our roads

- ▶ Establish a Drug and Alcohol Road Safety Advisory Group to consider deployment of alcohol and drug enforcement and testing processes and recommend ways to achieve greater efficiency, enforcement levels (including target number of drug and breath tests), and deterrence of drink and drug driving across the state.
- ▶ Develop a new Automated Enforcement Strategy to explore new technologies that complement Police enforcement to achieve sustained behaviour change.
- ▶ Expand the use of approved mobile phone detection cameras to enforce seatbelt laws.
- ▶ Deliver reforms to post-crash drug and alcohol testing, to include drivers involved in crashes that cause grievous bodily harm in addition to those involved in fatal crashes.
- ▶ Implement legislative changes to enable blood and urine testing, and analysis of drugs (including alcohol), of all bicyclists involved in fatal crashes, consistent with the policy of mandatory testing for motorists.

Ensuring the safety of vulnerable and other at-risk road users

- ▶ Develop enhancements to the Motorcycle Graduated Licensing Scheme to better align with best practice.
- ▶ Treat urban places and local streets with safety measures such as pedestrian crossing facilities, raised safety platforms, and safer speed settings particularly 30km/h and 40km/h zones.
- ▶ Further strengthen road safety information and campaigns to educate all road user groups, including pedestrians and bicycle riders, about their road safety responsibilities, safe passing distance rules, and how to better manage risks that can lead to casualty crashes in NSW.
- ▶ Implement new and enhanced education programs for drink and drug driving offenders, to reduce reoffending and build on recent reforms to strengthen drink and drug driving penalties.

Our vision and targets for road safety

Trauma reduction targets

Our commitment is to achieve zero road trauma by 2050, consistent with the long-term vision set out in the National Road Safety Strategy 2021–2030 and our own Future Transport 2056. This vision is shared by the community, with 84 per cent of people supporting our aim for a zero road toll.

Our new, ambitious trauma reduction targets for 2030 are a key stepping stone on our path to zero trauma. They are also consistent with targets in other Australian jurisdictions. Compared to average 2018–2020 levels, by 2030 our goal is to:

Reduce fatalities by

50%

(≤ 164 fatalities by 2030)

Reduce serious injuries by

30%

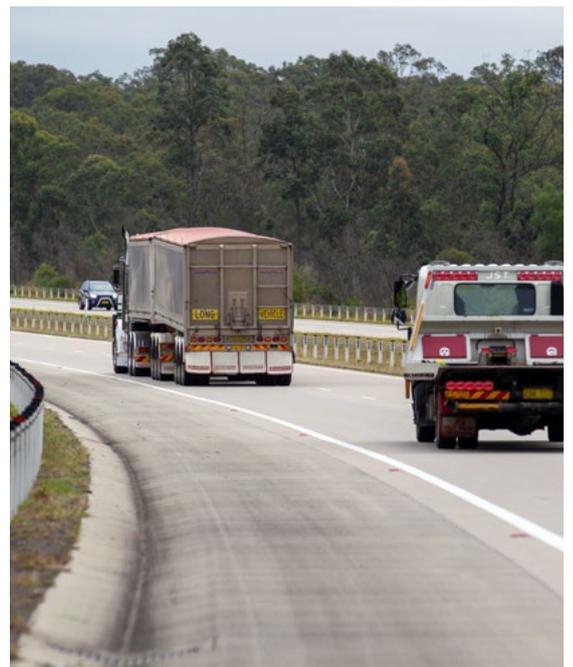
(≤ 7,796 serious injuries by 2030)

We know these targets are strongly supported by the community and the NSW Government is committed to deliver actions to achieve them.

Strategically placing safety at the centre of transport planning in NSW

Future Transport 2056 sets out an integrated vision for transport in NSW. This includes a vision for zero trauma on the NSW transport network and the assurance that every customer enjoys safe travel and is not harmed when moving around our network. As NSW continues to grow, we can make the most of opportunities to change the way our places and transport networks are designed, planned, and delivered for the people of NSW. A range of supporting strategies will enable Future Transport 2056 to achieve coordinated benefits for our customers including:

- ▶ Technology Road Map
- ▶ Movement and Place Framework
- ▶ Asset Management Framework.





This Plan puts NSW at the forefront of road safety in Australia and internationally.

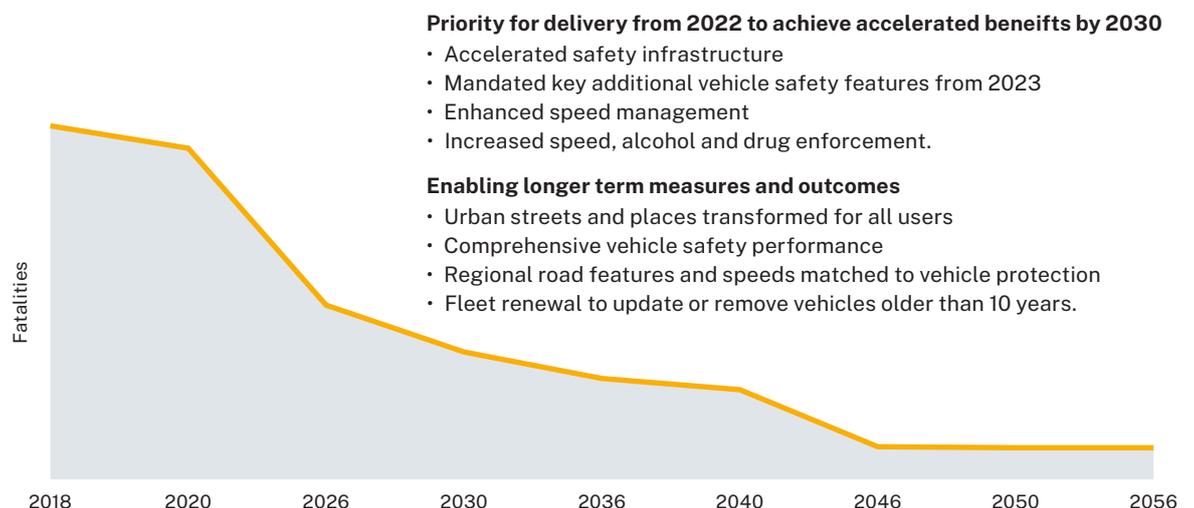
The approach and targets included in this Plan align with the goals, objectives and priority actions included in the National Road Safety Strategy 2021–2030 which seeks to set out a path for action to reduce fatal and serious injury crashes on Australian roads. The vision and new targets discussed in this section also support a worldwide movement to eliminate road trauma. The United Nations acknowledge road safety as a global health issue by including specific goals to halve road deaths and injuries as part of their global sustainability goals. This approach is also consistent with other major leaders around the world such as Norway and Sweden that have adopted Vision Zero targets and achieved success in reducing fatalities and injuries on their roads.

Enabling Vision Zero in NSW

While 2050 may seem a long way off it is crucial that NSW plans now for what our transport system needs to look like in the future. To do this, Australian-first in-depth modelling was employed to estimate NSW trauma levels in the future. We then set a long-term vision for our transport system to achieve zero, and worked backwards to identify what the system needs to look like in 2030, and the changes needed to get there.

Our modelling results show that a low trauma future is achievable, and that NSW can meet ambitious targets by delivering the right combination of high benefit measures across the road network as in the figure below – which in combination could cut NSW deaths by 90 per cent and serious injuries by 80 per cent by 2050.

In-depth modelling shows a low trauma 2050 is possible



The road trauma challenge for NSW

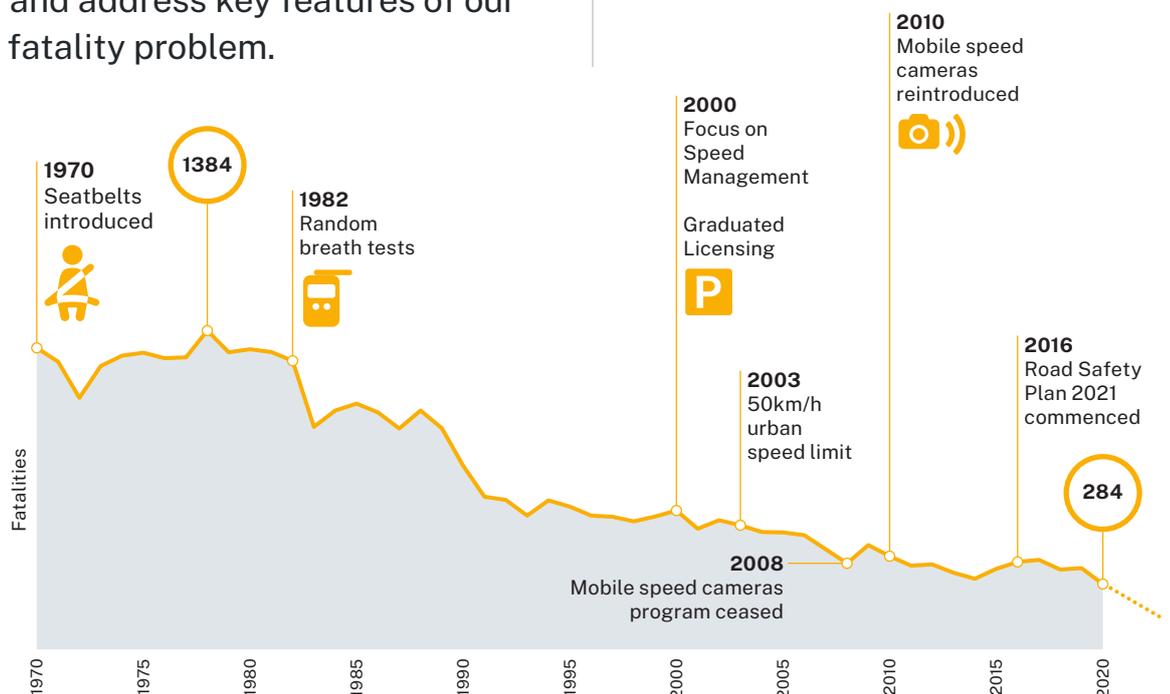
Summary

- ▶ Someone is killed or hospitalised every 46 minutes because of a crash on NSW roads.
- ▶ Last year, 270 people were killed and 10,412 were seriously injured while using our roads in NSW. Trauma from NSW road crashes cost the community over \$9 billion each year.
- ▶ NSW has been successful over the long term in reducing fatalities.
- ▶ The 2021 annual road toll of 270 deaths was the lowest since 1923. That's more than 1,000 fewer lives lost compared to 1978 when 1,384 people died on NSW roads.

While deaths on NSW roads have significantly reduced from 1,309 deaths in 1970, 797 in 1990, to 270 in 2021, in order to move towards zero fatalities in 2050 we need to understand and address key features of our fatality problem.

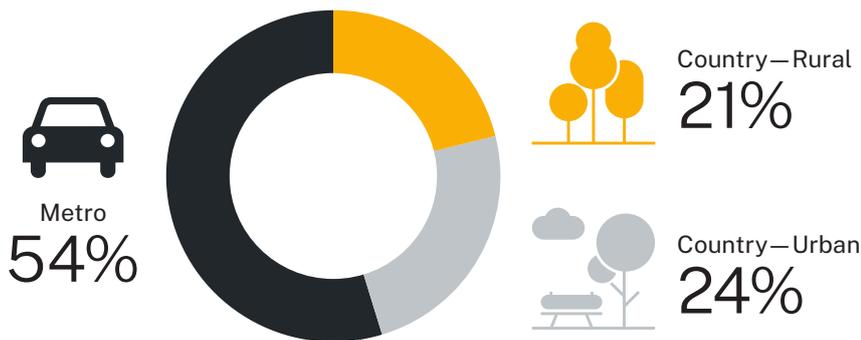
Key challenges

- ▶ Two-thirds of NSW road fatalities happen on country roads where the fatality rate is approximately four times higher than on urban roads.
- ▶ In contrast, almost two-thirds of serious injuries happen on metropolitan roads.
- ▶ The challenge for road safety is also that some road users are more vulnerable than others. For example, road users such as pedestrians and cyclists are particularly at-risk because they are less physically protected compared to motor vehicle occupants.
- ▶ People make mistakes, and unsafe behaviour by some road users also remains a complex challenge including speeding, drink and drug driving, driving whilst fatigued and not using appropriate restraints.



Fatalities by urbanisation

Each year, around two-thirds of fatalities on NSW roads occur in country areas. Of these, 60 per cent occur on high speed roads (100km/h or more). With over 80 per cent of the rural road network made up of roads with a speed limit of 100km/h, reducing risks on high speed rural roads remains a key challenge and priority in NSW.



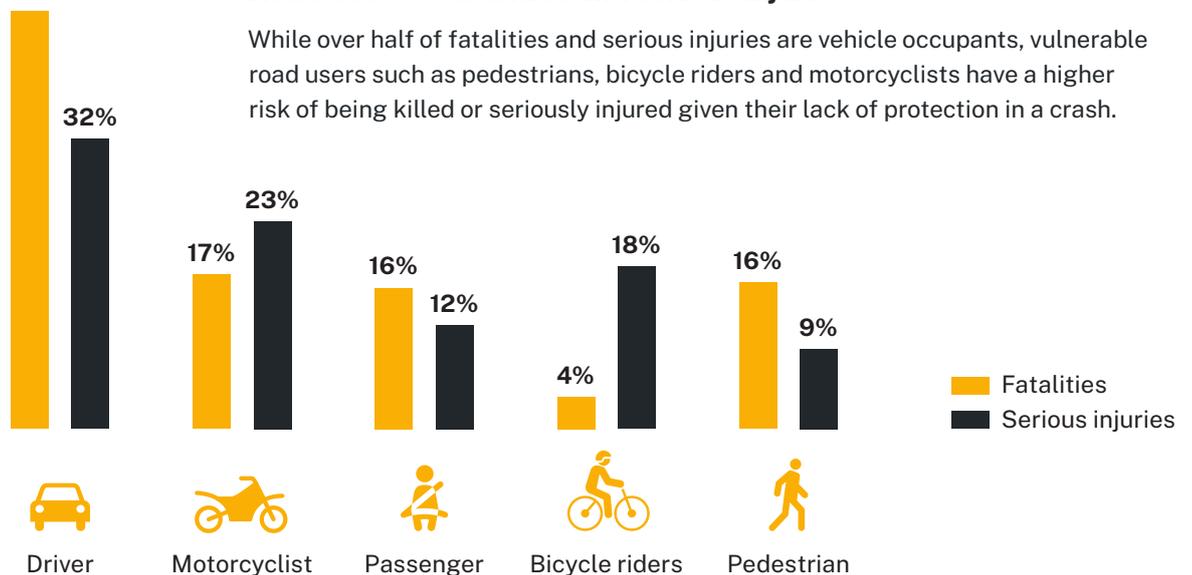
Serious injuries by urbanisation

Unlike fatalities, the majority of serious injuries occur in urban areas, and have been more resistant to downward trends.

47%

Road Users — fatalities and serious injuries

While over half of fatalities and serious injuries are vehicle occupants, vulnerable road users such as pedestrians, bicycle riders and motorcyclists have a higher risk of being killed or seriously injured given their lack of protection in a crash.



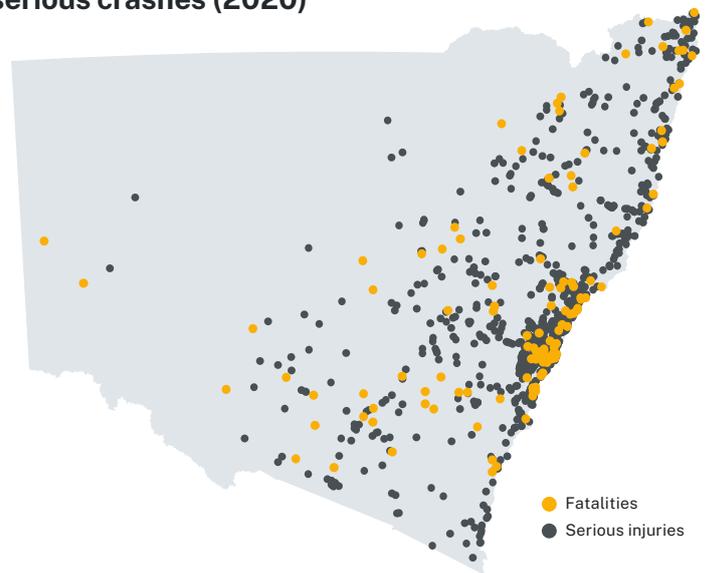
Behavioural factors in NSW fatalities



NSW speeding-related fatal and serious crashes (2020)

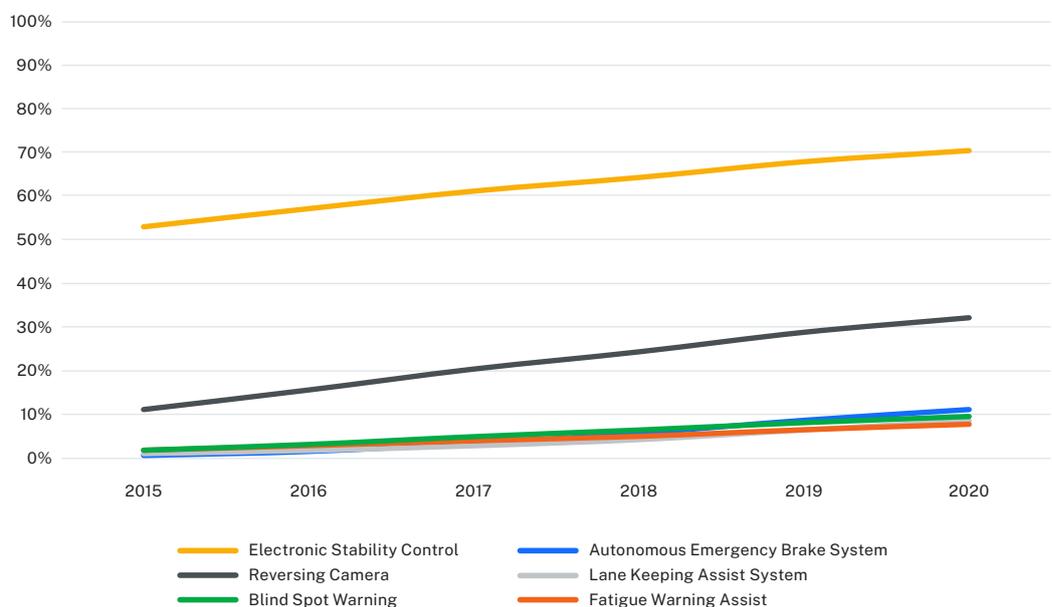
While a number of high-risk behaviours contribute to fatal crashes, speeding consistently remains the highest contributing factor.

Speeding-related trauma is dispersed across the entire road network and therefore requires a network-wide response.



Uptake of selected vehicle safety features in NSW passenger vehicles, 2015–2020

While emerging vehicle technologies and safety features can support behaviour change objectives and help prevent crashes, it takes time for these to become common, especially as the average age of a vehicle in NSW is 10 years.





The NSW approach to road safety

Applying and embedding the Safe System approach

Preventing road crashes is a priority but because people may do the wrong thing or make mistakes, crashes do happen. However, this shouldn't cost anyone their life.

That is why this Plan adopts the Safe System approach, a proven and holistic approach adopted internationally and nationally as best practice in preventing road trauma. It acknowledges that our bodies can only withstand limited forces before injury or death occurs.

Road safety is a shared responsibility. We all need to make decisions with safety in mind, from the design of our roads and vehicles, investments, laws and education, to each road user acting safely every day.

[!\[\]\(b73fbe1f68c0c0158be408bb873fa9d8_img.jpg\) Watch this video to find out more about the Safe System approach](#)



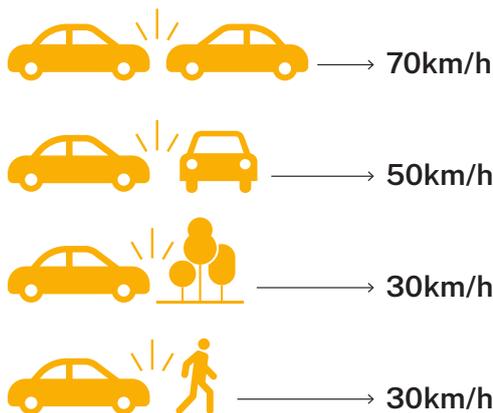
Focusing on survivability

To both prevent and reduce the severity of crashes, managing the energy in a crash is key to saving lives — which places safe speed at the heart of a safe system.

Safer travel speeds can increase the amount of time available to a driver to react to a hazard or correct a mistake, reducing the likelihood of a crash. Safer speeds also mean that less energy is absorbed by the human body if a crash occurs, which reduces the risk of severe outcomes.

In the event of a crash your impact speed will dictate whether or not you survive or are seriously injured. The risk of trauma increases significantly above the impact speeds shown below. This varies for different road users and driving environments. Road users such as pedestrians and cyclists are particularly at-risk in a crash, given they are less physically protected (compared to motor vehicle occupants) to absorb the impact force. Motorcyclists also have limited protection.

Up to crash impact speeds shown in the following crash types you have approximately a 90% chance of surviving and avoiding serious injury



Data, monitoring and evaluation to achieve continuous improvement

Setting ambitious targets is important, but we also want to achieve them. This relies on monitoring safety performance indicators related to our trauma outcomes, so we can measure performance and deliver continuous improvements.

Alongside this, we will evaluate key programs to demonstrate effectiveness and deliver outcomes. Ensuring we have a strong and evolving research program will provide valuable insight to overlay with our policies and programs to make sure they are saving lives.

We will also continue to track trauma trends. NSW has some of the highest quality information on road crashes in the world. This is achieved through strong partnerships between agencies and ongoing data enhancements to help us better respond to what is causing road trauma.

Embracing technology and innovation

Road safety has already improved significantly over recent years with the implementation of advanced technology. More encouragingly, new technological innovations with different purposes and functions are rapidly increasing. These include developments in vehicle safety, smarter vehicles, smart traffic systems, use of applications to assist drivers, artificial intelligence and in-vehicle telematics.

Delivering through partnerships and collaboration

Road safety is a joint responsibility and achieving our goal of zero road trauma requires a wide range of actions to be delivered across several priority areas.

Delivering our actions under this Plan will require ongoing collaboration and partnerships across all levels of government, delivery and industry partners, businesses, road safety advocates and every member of the community.

Road safety partnerships play a critical role in delivering safety benefits for all road users on a wider scale, allowing us to have deeper engagement and shared conversations with the wider community from a grassroots level and beyond.



Priority area



Creating safer country roads and urban places

Reducing fatalities on country roads and injuries in urban environments are key areas of focus in this Plan.

Country residents rely on our roads to connect them across NSW and the rest of Australia. Roads also provide a crucial link for goods and services to regional and economic centres. Country residents make up only a third of our state's population, but deaths on country roads make up two thirds of our road toll – around 250 lives lost each year. This trauma affects local country communities and families. On average, over 70 per cent of the lives lost on country roads are local country residents.

In contrast, urban areas bring a mix of different road users in the same environment, which means we have to design roads and places to be shared and safe for everyone.

Around 70 per cent of serious injuries and one-third of fatalities occur on NSW urban roads.

What we know

Around three-quarters of deaths on high-speed country roads involve a vehicle leaving its path. Many country roads include curves that make it harder to negotiate when driving in often higher speed environments. There are also more roadside hazards, such as trees, that increase the severity of a crash on a curve.

Many of these crashes can be prevented, or the harm reduced, with proven, cost-effective safety infrastructure upgrades. Flexible barriers separate traffic and protect vehicles from roadside hazards, reducing key crash types on country roads by up to 85 per cent. Wide centre lines and audio tactile line markings (rumble strips) reduce run off road crashes by up to 35 per cent.

Over 80 per cent of the rural network has a default 100km/h speed limit whether they have safety protection features or not. This includes lower quality roads that give motorists limited chance to correct the vehicle if it veers from its lane. Given the low chance of surviving a crash at higher speeds, safe speed settings are needed to reduce crashes on these roads, especially on narrower roads where retrofitting of safety infrastructure is challenging.

In urban environments, we know that smarter road and intersection design, combined with lowering the speed limit in areas of high pedestrian activity, results in safer outcomes. A key challenge is to keep our urban areas liveable and safe, allowing people to move around the network safely as demand increases.



“It’s about being safe every time you drive. No matter where in NSW you are – if you’re out there driving safely, you’re playing your part.”

Matt Stubbs – Road Safety Ambassador

[Click here to watch the video](#)

Many urban movement corridors combine high demand for both vehicle movement and pedestrian activity, often within limited road space. As more people walk and cycle, there is more potential to interact with cars and trucks, which increases the risk of harm for pedestrians and bicycle riders who are less protected if a crash occurs. Pedestrians make up 16 per cent of NSW fatalities and 9 per cent of all serious injuries, while bicycle riders make up 18 per cent of all serious injuries. Most of these casualties occur on our urban streets.

On urban roads, speed settings to support a broad mix of road users and active travel will produce better and safer places. Urban intersection

upgrades such as installing right turn arrows can also cut dangerous turning crashes by up to 80 per cent, and simple signal changes can give more time or priority for people to safely cross the road. These safety measures will complement government investment in walking and cycle infrastructure to provide safe and connected walking and cycling networks across NSW.

Feedback from our community and stakeholders highlighted support for these initiatives – in particular, safety measures being built into road infrastructure and design and increased infrastructure development and road maintenance.

What we will do

- ▶ Deliver a new Towards Zero Safer Roads Program by 2030 to systematically build a safer road network through safety infrastructure and speed management, that will aim to:
 - Upgrade the safety of country roads by installing full median and roadside safety barriers, mass action treatments such as rumble strips and wide centrelines, and speed zone reviews of high-risk, default speed zones on low quality, high speed country roads
 - Treat urban places and local streets with safety measures such as pedestrian crossing facilities, raised safety platforms, and safer speed settings particularly 30km/h and 40km/h zones
 - Transform the safety of identified urban and rural intersections by providing left in/left out restricted access, and treating intersections with fully controlled turns and other intersection treatments
 - Increase delivery of safety infrastructure to support operation of vehicle safety features (e.g. line markings and speed zone signs to enable Intelligent Speed Assist to operate), particularly on the country road network.



- ▶ Embed Safe System requirements into all transport infrastructure projects to ensure early and ongoing assessment and management of road safety risks by:
 - Introducing a new Corporate Policy with Safe System Assessment requirements at feasibility, functional design and detailed design stages of all Transport for NSW infrastructure projects
 - Including Safe Systems Assessment requirements as part of the Transport for NSW assurance process for road infrastructure business cases, and providing continued road safety assurance and endorsement throughout the design, construction and operational phases of all key Transport for NSW road infrastructure projects
 - Integrating Safe System Planning and Design Principles into the Transport for NSW Asset Management Framework, to embed default safety requirements in planning and design stages of all transport projects
 - Integrating Safe System guidance into the Movement and Place Framework and Practitioners Guide for NSW, including safety principles from the Safe System Assessment Framework and updated NSW Speed Zoning Guidelines to ensure safe systems thinking is incorporated into the planning and design of cities and towns and surrounding streets and roads
- Reviewing and updating Technical Direction and Guidelines to enable greater and more systematic delivery of median and roadside safety barriers and audio tactile line marking across the country road network
- Ensuring ongoing Safe System guidance through implementation of other relevant Transport for NSW policies (e.g. the Road User Space Allocation Policy) to optimise safety benefits.
- ▶ Enhance support for planners and road managers, particularly in local councils, to integrate Safe System approaches into their day-to-day activities through increased delivery of more sustainable, accessible and ongoing Safe System training.
- ▶ Complete risk assessments on all regional roads, increase risk assessments across the local road network, and publish all available NSW road risk ratings to help ensure high-risk roads are prioritised for treatment and maintenance.
- ▶ Fast track delivery of a range of new and innovative infrastructure treatments to transform the safety of the network, such as Rural Intersection Active Warning Systems and Raised Safety Platforms, in partnership with councils.
- ▶ Further strengthen road safety information and campaigns to educate all road user groups, including pedestrians and bicycle riders, about their road safety responsibilities, safe passing distance rules, and how to better manage risks that can lead to casualty crashes in NSW.



Priority area



Enhancing road safety in local communities

By focusing on road safety as a joint responsibility, we can work in partnership to build a safety culture and accelerate innovative solutions to move Towards Zero.

To deliver a safe system for our customers, the Plan will be underpinned by a strong and growing partnership between NSW Government agencies, local and state road authorities, education providers, business and industry, vehicle manufacturers, community organisations and road safety advocates.

We will deliver new ways to facilitate collaboration and partnerships between councils, local agencies, community stakeholders, road safety advocates, local business and industry stakeholders to deliver local solutions to road safety problems.

We will also further enhance our already high-quality data to better understand and respond to what is causing road trauma and will continue to make it available to road safety practitioners, delivery partners and the community. We will also collect data and disseminate information on safety performance to drive continuous improvement and ownership for achieving ongoing trauma reductions.

What we know

Supporting local government to embed road safety in business as usual is key to NSW achieving our Towards Zero targets of zero fatalities and serious injuries on the NSW road network by 2050.

Enabling actions are needed to better integrate road safety within wider council strategies, provide a stronger basis for councils to embed Safe System approaches and adopt a Towards Zero vision for their local communities. This aligns with findings arising from the Local Government Towards Zero Partnerships engagement project commissioned by Transport for NSW and the National Road Safety Strategy priority and long-term direction supporting local government to embed road safety in business as usual.

Despite our progress in achieving road trauma reductions over decades, there are still around 300 deaths and 10,000 serious injuries on NSW roads each year. There is a significant emotional and social cost of these crashes for families and friends. We will support the NSW Road Trauma Support Group to acknowledge the consequences of road trauma, its impact on families and friends, and provide appropriate support for those affected.

Finally, ongoing research through continuing connections with academics and other partners is essential to achieving better understanding of road safety issues, effectiveness of treatments, and filling gaps in knowledge.



“I highly recommend applying for the Community Road Safety Grants. This project allows our community the chance to be a safer place for all road users. It is a lifesaving project with so much purpose and so many positive outcomes.”

Larn Masterson — CEO, Down The Track, Community Road Safety Grant Recipient

[Click here to watch the video](#)

What we will do

- ▶ Review and expand the Local Government Road Safety Program to ensure every council has access to a Road Safety Officer to better resource their road safety planning, support development of network safety plans, and enhance community engagement. This will:
 - Reassess the objectives, program design and funding parameters of the program
 - Increase local council participation in the program
 - Ensure funding resources are used to effectively incorporate road safety targets in local strategic planning processes
 - Integrate the Safe System approach across local councils
 - Better enable local councils to build partnerships with their communities.
- ▶ Continue to review and refine the Community Road Safety Grants Program to deliver local road safety priorities across NSW.
- ▶ Strengthen local government role and related operational and business processes in funding, planning, designing and operating safe local road networks including:
 - Continuing to support local councils to deliver ongoing safety infrastructure and speed management programs in-line with the priorities and targets in this Plan
 - Streamlining operational and business processes to better support local government requests to lower speed limits in line with revised NSW Speed Zoning Guidelines
 - Developing new community partnership approaches in collaboration with councils to optimise speed management on the local road network
 - Undertaking Safe System demonstration projects with local government to highlight local best practice.
- ▶ Support local government stewardship of road safety in their local communities by developing a new online Towards Zero Collaboration Hub for local councils that:
 - Provides up-to-date data and information, research, training, and learning resources; opportunities to transfer knowledge and share best practice in road safety planning, design, management and leadership
 - Improves access to communication, education and other learning resources to support local councils to deliver driver behaviour change initiatives targeting vulnerable road users on local roads
 - Facilitates collaboration and road safety partnerships by connecting councils with local agencies, community stakeholders, road safety advocates, local business and industry stakeholders to design, develop and implement local solutions to road safety risks.
- ▶ Deliver a Toward Zero Ambassador Program to encourage local council leaders to be road safety champions, showcase local road safety partnerships and initiatives and promote the achievement of Towards Zero targets within their local communities.



- ▶ Support the Road Trauma Support Group NSW to provide a voice for families and friends who have experienced the impact of road trauma, and to provide effective connections with other existing services.
- ▶ Develop a new online NSW Road Safety Education Centre to improve access to co-ordinated information and resources for all road users at different life stages by integrating existing education pathways and resources in a whole of life context as well as linkages to resources and programs in other agencies that support safe transport and road safety outcomes.
- ▶ Explore options for a permanent road safety exhibition as part of the new online NSW Road Safety Education Centre, to build knowledge and empower the community to make safe decisions when using the road.



Road Trauma
Support Group
NSW

“We are the voice of families of road trauma. Sadly we have experienced the devastation of road trauma first hand. This impacts our families, friends and communities. No one should have to lose a loved one to a road crash, particularly where other road users don’t obey the law. We work to provide support for families, community education and drive reforms in the criminal justice system.”

Road Trauma Support Group NSW

 [Click here to learn more](#)



Priority area

Increasing the safety of light vehicles, heavy vehicles and protective equipment

Improvements in the safety of vehicles and protective equipment have been shown to make a big difference to your safety in a crash.

The safety features of a vehicle can save lives. However, a third of vehicles in NSW fatal crashes are aged 15 years or older, and this is higher for our high-risk younger drivers. Only 38 per cent of cars and other light vehicles on NSW roads are Australasian New Car Assessment Program 5-star safety rated.

Existing technologies, such as lane keep assist and auto emergency braking can reduce the risk of a crash, or the severity of an injury if a crash occurs. Technology can also help improve safety equipment, such as child restraints, protective motorcycle clothing, and helmets.

As vehicle safety standards improve and technology continues to develop, the safest vehicles will become more automated, connected and will rely more heavily on supporting infrastructure and regulation.

What we know

With the average age of a vehicle in NSW currently being 10 years, it takes time for technology to reach a majority of road users — particularly for our more vulnerable younger and older drivers, and for rural residents who often drive on higher speed roads. Community and stakeholder engagement showed consistent support for making safer and newer vehicles with safety technology more accessible to all.

Younger drivers in older, less safe vehicles are a key issue in our road toll, with 43 per cent of cars/light trucks driven by young drivers in fatal crashes being manufactured before 2005. At the current rate of turnover however, it will take about two decades before the fleet is completely replaced.

NSW modelling estimates that, if a selection of the features in the EU Vehicle Safety Regulation were implemented in Australia from 2023, up to an estimated 40 lives would be saved on NSW roads cumulatively by 2030 — this is over and above the benefits already expected from current uptake of vehicle safety features in the fleet.

The improvement in safety of passenger cars over the past two decades has not been matched by the safety of light commercial vehicles or heavy vehicles. The promotion of heavy vehicle safety requirements and procurement and management policies to improve the safety of light commercial and heavy vehicles will help to address this issue.

Because of their size and weight, crashes involving heavy vehicles are often very serious. While their numbers make up less than three per cent of NSW motor vehicle registrations, heavy vehicles are involved in around 17 per cent of all road fatalities. Interactions with



“We place a high importance on safe vehicles in our fleet. The safer the vehicle, the safer our employees, our customers, and everyone we share the road with.”

Chris Dhu — Group Head (Asset Engineering, Risk and Compliance), Essential Energy

[!\[\]\(90c859a17dbc6c3879e6b0c04b61632c_img.jpg\) Click here to watch the video](#)

other road users play a key role in heavy vehicle safety. Trucks and buses can't stop quickly and have large blind spots. It can be difficult for heavy vehicle drivers to see other road users, especially pedestrians and cyclists.

With respect to motorcycle safety, riders wearing motorcycle protective clothing are less likely to be seriously injured and less likely to be hospitalised.

Motorcycle protective gear is designed to reduce the severity of the most common rider injuries, particularly from falling and sliding on the ground. Research also indicates that anti-lock braking systems on motorcycles could reduce the rate of death and severe injury from motorcycle crashes by 39 per cent through preventing wheel locking and increasing stability in near-crash situations.

What we will do

- ▶ Support and advocate the mandatory introduction of the following life-saving vehicle technologies entering the Australian vehicle market by 2023:
 - In all new light vehicles: lane keep assist, back-over assist, blind spot monitoring, intelligent speed assistance and more advanced autonomous emergency braking systems
 - In all new heavy vehicles: front, side and rear underrun, improved direct and indirect vision, blind spot monitoring, lane keep assist, more advanced autonomous emergency braking, and intelligent speed assistance.
- ▶ Advocate and support the faster introduction of mandatory e-call systems in all new vehicles, and the faster roll-out of compatible cellular infrastructure especially in remote and regional areas, to improve post-crash response.
- ▶ Enhance fleet procurement and management policies for NSW Government contractors, and influence policies of Industry partners and local councils, to include requirements for light commercial and heavy vehicles as well as driver monitoring system requirements for all vehicles.
- ▶ Deliver a new heavy vehicle safety strategy and partnerships with the heavy vehicle industry to improve safety of the freight task across NSW, that will include:
 - Introducing minimum heavy vehicle safety requirements and technologies in government procurement contracts and fleet policies for government-funded infrastructure projects and suppliers of heavy vehicles to government agencies



- Trialling and encouraging uptake of low-cost retrofitted technology options to increase vulnerable road user detection and warning on heavy vehicles and buses, and to improve direct vision from driver's position
- Exploring inclusion of additional critical safety features, such as blind spot detection and lane keep assist, in future Transport for NSW bus procurement specifications
- Developing a safety rating program for heavy vehicles to provide operators with information on the safety performance of heavy vehicles and the level of occupant and public road user protection
- Ensuring optimal safety outcomes from the Heavy Vehicle National Law review, particularly around fatigue requirements.
- ▶ Continue to support the Construction Logistics and Community Safety – Australia Program to manage the risks of increased construction vehicle movements through:
 - Promoting the adoption of minimum heavy vehicle safety requirements (e.g. blind spot technology, underrun protection, lane departure and forward collision warnings)
 - Promoting requirements for driver training and logistics planning
 - Encouraging other NSW agencies, local governments and major construction companies and transport operators to become Program members.
- ▶ Pilot a vehicle renewal program that provides former fleet vehicles from Government and corporate partners to younger and disadvantaged drivers to increase their use of safer vehicles and consider further options to remove less safe vehicles from the system for high-risk categories of drivers.
- ▶ Deliver a new trial program to equip lane departure and collision warning systems to vehicles of younger, older and regional drivers.
- ▶ Explore opportunities to integrate vehicle safety requirements into NSW Government incentive programs that encourage take up of electric vehicles in fleets.
- ▶ Assess the feasibility of an incentive program to increase the use of motorcycle protective equipment measures, and of mandating the use of protective boots and gloves for novice riders, to reduce serious injuries among motorcyclists.
- ▶ Investigate mandating motorcycle anti-lock braking systems as part of the Learner Approved Motorcycle Scheme for novice motorcyclists, to prevent wheel locking and increase motorcycle stability in near-crash situations.
- ▶ Promote information to encourage safer consumer choices for new and used vehicles, and work with retailers to increase uptake of the safest motorcycle protective clothing, child restraints and motorcycle helmets.
- ▶ Enhanced vehicle and equipment testing, including testing of safety-critical driving scenarios to support connected and automated vehicle trials as well as other testing at Crashlab and the Cudal test centre, to enable uptake of new safety technologies.
- ▶ Continued influencing of vehicle safety regulation to ensure safety outcomes in NSW, including vehicle registration, roadworthiness, technical specifications, and connected and automated vehicles.



Priority area

Making safer choices on our roads

Sharing the road with others means taking responsibility through safer decisions and choices when driving.

Internationally, NSW is recognised as a leader in successfully informing and motivating people to use the roads safely, and this has helped reduce road trauma. While vehicle technology and road infrastructure can reduce this trauma in the long term, education and enforcement of unsafe road user behaviour will remain important for the foreseeable future.

“Don’t only think about yourself when you’re driving. Think about the other people around you, the people in your car. It’s not cool to speed – and a lot of young people need to hear that.”

Tahlia Mardini – Road Safety Ambassador

[Click here to watch the video](#)

What we know

Speeding remains one of the biggest killers on our roads and was a factor in 47 per cent of deaths in 2020. Even a few extra kilometres per hour over the speed limit increases the time needed to respond to a hazard on the road and raises the impact forces in a crash. This truly can mean the difference between life and death.

We will continue to deliver automated enforcement programs based on best-practice evidence to complement on-road policing, supported by ongoing engagement with

the community. These programs will also support industry innovation in technology, building on the success of the world-first Mobile Phone Detection Camera Program.

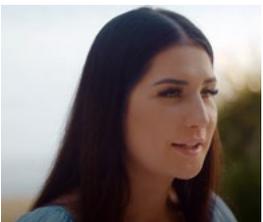
Drink and drug driving remains a serious challenge. Illegal alcohol is involved in 17 per cent of fatalities and illicit drug presence is a factor in 21 per cent of fatalities. Enforcement, education and a strong penalty framework all act to deter these unsafe behaviours.

Education is vital for equipping people to make safe decisions on the road. The NSW Government takes a whole of life approach to road safety education – from early childhood to first becoming licensed to choosing a child restraint and even retiring from driving.

We will continue to deliver campaigns to underpin safer road use and address new or emerging challenges. All motorists are also supported by robust licensing schemes.

There is strong community support for action that balances education and enforcement. This includes high visibility policing and speed camera use, alcohol interlock devices and ongoing enforcement programs testing for alcohol and drugs. We will also continue to implement measures to address repeat and high-risk traffic offending.

Engagement with the community also indicated strong support for safety campaigns on a range of poor driver behaviours and public education on road safety, starting with school aged children.



What we will do

- ▶ Establish a Drug and Alcohol Road Safety Advisory Group to revitalise the strategy for drug and alcohol testing of drivers in NSW — including the scale of testing and testing processes — with a view to achieving greater efficiency, reach and deterrence of unsafe behaviour and trauma reductions.
- ▶ Continue to deliver 200,000 mobile drug tests per year to deter driving after drug use and reduce drug related road trauma.
- ▶ Seek to establish a partnership with industry and/or research organisations to encourage streamlined, effective and faster roadside drug testing.
- ▶ Deliver new and enhanced education programs for drink and drug driving offenders, consistent with the drink and drug driving education strategy.
- ▶ Develop new drug driving and drink driving behaviour change campaigns, integrated with enforcement and supported by enhanced communication materials.
- ▶ Ensure that bicyclists who are involved in fatal crashes are subject to the same mandatory drug and alcohol testing requirements as other motorists.
- ▶ Develop reforms to post-crash drug and alcohol testing so that requirements extend to drivers that are involved in crashes that cause grievous bodily harm, not only fatal crashes.
- ▶ Make enhancements to the Mandatory Alcohol Interlock Program to enable offenders who have an interlock order but develop a severe medical condition to apply to the Court for an exemption.
- ▶ Support wider scale rollout of alcohol interlocks and/or other technologies (such as passive alcohol sensors) that prevent drink-driving.
- ▶ Expand the Mobile Phone Detection Camera Program to enforce seatbelt non-use laws.
- ▶ Develop and deliver a drink and drug driving research program to:
 - Monitor and share research relating to enforcement and crash risk
 - Analyse the ongoing involvement of drugs in NSW road trauma
 - Evaluate enforcement initiatives.
- ▶ Deliver the Automated Enforcement Strategy to deliver more innovative, flexible and sustainable technology solutions, optimise ongoing rollout of automated enforcement, and maximise safety benefits.
- ▶ Establish an enforcement technologies program to continue to investigate and trial new technologies that will deliver more efficient, evidence-based enforcement, targeted to high-risk behaviours.
- ▶ Evaluate new and enhanced NSW camera programs.
- ▶ Develop improved community education, engagement and awareness of speed enforcement to increase compliance and build community support for the role of speed enforcement in saving lives.
- ▶ Work with Revenue NSW to enhance road safety messaging on infringement notices from safety related camera programs, and on demerit point warning letters.
- ▶ Investigate and, if feasible, trial an offender Intelligent Speed Assist program.
- ▶ Review and consider requiring high range speeding offenders to complete an education program before they are re-licensed.
- ▶ Develop a trial, targeted education program to address risk taking by the small group of high-risk, repeat offenders who are outside the scope of current behavioural road safety initiatives.



Priority area



Ensuring the safety of vulnerable and other at-risk road users



Despite the reduction in trauma over the last four decades, some groups remain at a greater risk of becoming a fatality or being seriously injured.

Compared to drivers, pedestrians, bicycle riders and motorcycle riders are at greater risk of fatality or injury as they are less protected in a crash. Developmental factors for younger drivers and older road users increase their risk of harm on the road network, as do complex systemic, and wide-ranging factors for Aboriginal road users.



“Engaging with the community is crucial to providing effective road safety learning. The work we’ve done with the Rohingya community has been incredibly beneficial — it’s increased understanding of NSW road rules and kept our community safe.”

Dr Sabrin Farooqui — President, Cultural Diversity Network Inc, Community Road Safety Grant Recipient

What we know

Since the NSW Graduated Licensing Scheme was introduced in June 2000, young driver fatalities have reduced by around half. However, young drivers continue to be over-represented in casualty crashes in NSW. At greatest risk are young novice drivers in their first 12 months of unsupervised driving (provisional P1 phase), who are eight times more likely than a learner driver to be involved in a casualty crash.

Despite making up only around 15 per cent of all licence holders, younger drivers represent almost a quarter of annual road fatalities.

In NSW, it is estimated there are around 1.4 million people aged 65 and over, and the total NSW population aged 85 years and over is projected to increase by 167 per cent by 2042. Coupled with this increased exposure, older road users are more likely to be seriously injured if involved in a crash. Physical frailty is a key factor in the seriousness of crash outcomes for older road users. This is most evident for pedestrians aged 60 years and above, who accounted for 52 per cent of pedestrian fatalities and around 35 per cent of serious injuries.

Motorcycle riders are also over represented in NSW road trauma, making up 17 per cent of all road fatalities and 23 per cent of serious injuries on NSW roads, despite only account for five per cent of registered vehicles. On average 60 motorcycle riders are killed and 1,088 are seriously injured each year. Learner and provisional riders are at the highest risk of being involved in casualty crashes. The popularity in motorcycle riding

continues to grow, with growth in motorcycle licences increasing at around two per cent each year and motorcycle registrations increasing to around four per cent each year.

Along with motorcycle riders, pedestrians and bicycle riders are vulnerable road users that lack the protection of being inside a vehicle in the event of a crash. Pedestrians make up 16 per cent of NSW fatalities and nine per cent of serious injuries, while bicycle riders make up 18 per cent of serious injuries. Where a crash involves a heavy vehicle, there is a higher risk of death or serious injury, given the greater mass of the vehicle and the larger impact forces on the body.

Aboriginal people are more likely to face barriers to completing the Graduated Licensing Scheme pathway because of limited access to supervising drivers, roadworthy vehicles and other supports, and are under-represented in obtaining a drivers licence. Many road safety factors are also disproportionately higher for Aboriginal people compared to other road users, including: illegal blood alcohol, fatigue, speeding, restraint non-use, unauthorised driving, and unregistered driving.



“It was good to get my licence because when I didn’t have it, I kind of wasn’t independent because I had to rely on people to get me to places. So it was great when I got my licence because I felt really independent.”

Hollie Taggart – Driver Licensing Access Program participant

[▶ Click to watch the video](#)

What we will do

- ▶ Research the impact of telematics-based feedback on improving low risk driving behaviour and reducing motor vehicle crashes among novice drivers.
- ▶ Explore options to improve road safety in work zones, including flexible, automated enforcement measures.
- ▶ Deliver enhancements to the motorcycle Graduated Licensing Scheme to improve motorcycle safety outcomes, including consideration of:
 - Licensing requirements and restrictions consistent with best practice
 - Expanding the reach of, and access to mandatory rider training
 - Other training and assessment enhancements including instructor skill development.
- ▶ Deliver a new Online Learner Licence Education and Testing Platform to enable customers to achieve a learner licence online in an integrated learning environment, and to provide:
 - Enhanced accessibility to the licensing system for regional and remote communities
 - Improved linkages to related resources and programs such as the Safer Driver Course and Driver Licensing Access Program
 - Culturally and linguistically inclusive content design and presentation for Aboriginal people and other culturally and linguistically diverse communities.



- ▶ Develop an integrated online road safety education resource for older road users to:
 - Integrate the Older Driver Decision Making Tool with a range of related resources to support older road users, their families/carers and health practitioners to make informed decisions about driving safely and transitioning from driving
 - Enhance communication and education about motorised mobility scooter safety
 - Improve linkages to resources and programs in other agencies that support safe transport and road safety outcomes.
- ▶ Treat urban places and local streets with safety measures such as pedestrian crossing facilities, raised safety platforms, and safer speed settings particularly 30km/h and 40km/h zones.
- ▶ Further strengthen road safety information and campaigns to educate all road user groups, including pedestrians and bicycle riders, about their road safety responsibilities, safe passing distance rules, and how to better manage risks that can lead to casualty crashes in NSW.
- ▶ Deliver a new heavy vehicle safety strategy and partnerships with the heavy vehicle industry to increase uptake of safety technology to improve detection and safety of vulnerable road users around heavy vehicles.
- ▶ Continue to educate all road users on safe interactions around heavy vehicles, highlighting the unique driving factors affecting heavy trucks.
- ▶ Continue to expand delivery of the Driver Licensing Access Program to support Aboriginal and disadvantaged road users, including from vulnerable and resettlement communities and disadvantaged youth in regional areas, to get licensed and reduce unauthorised driving.
- ▶ Partner with Aboriginal stakeholders to deliver enhanced Aboriginal road safety education and engagement resources by:
 - Updating, expanding and integrating current resources
 - Linking resources to broader road safety and licensing programs.
- ▶ Continued engagement at key events, such as local community events during NAIDOC Week and the NSW Aboriginal Koori Knockout competition, to share information on safe road use.
- ▶ Develop and trial a new roadside interaction guideline in partnership with NSW Police that will highlight the risks of fatigue with drivers, reflecting the latest behaviour change principles.
- ▶ Collaborate with workplace safety regulators to improve work-related road safety in all industries and build a culture of safe vehicle and road use in NSW.
- ▶ Continue to engage industry and employers of food delivery riders to support them to ensure optimal safety outcomes for delivery riders.

Building on our achievements

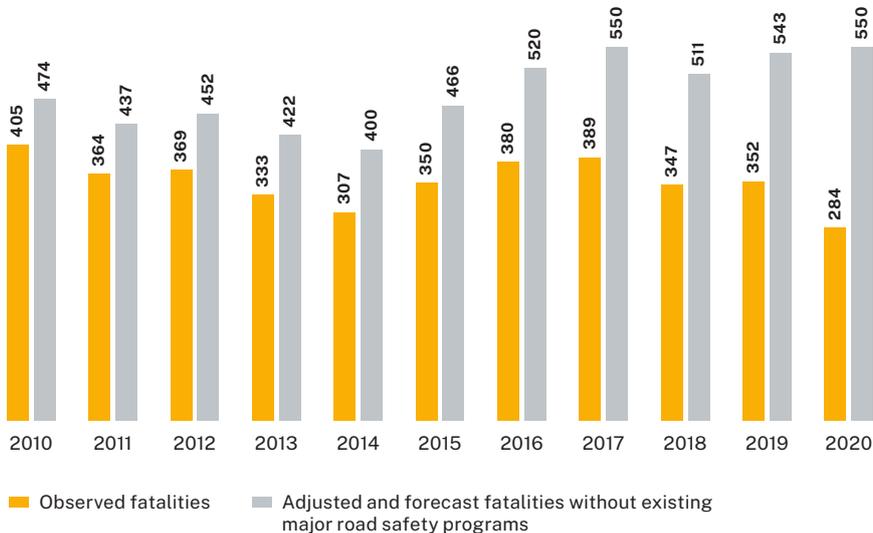
Since the establishment of the Community Road Safety Fund in 2013, the NSW Government has delivered programs that have helped move us Toward Zero.

Modelling estimates that without the delivery of significant safety measures through the Community Road Safety Fund more than 1,400 additional lives would have been lost, and at least 24,000 more people would have been seriously injured.

Key initiatives delivered through the Fund as ongoing commitments, which have contributed to this saving of lives and will continue to be delivered as part of the new Plan, include:

- ▶ Road safety advertising campaigns and information for all road user groups
- ▶ Mandatory road safety education from early childhood through schooling
- ▶ The NSW Graduated Licensing Scheme to develop safe young and novice drivers

- ▶ The Safer Drivers Course for young learners
- ▶ The Mandatory Alcohol Interlock Program
- ▶ NSW Mobile Phone Detection, Red Light and Speed Camera Programs
- ▶ Enhanced Enforcement Program and other police enforcement operations
- ▶ New and used car safety ratings and vehicle research and testing
- ▶ Testing and rating of child restraints
- ▶ School crossing supervisors and flashing lights at schools
- ▶ Road safety partnerships with local advocates to promote safety initiatives
- ▶ Robust behavioural research across a broad range of issues
- ▶ Road safety evaluations to improve implementation and assess effectiveness
- ▶ Continual improvement of legislation, road rules, penalties and regulations
- ▶ Measures to improve safety around level crossings.



Estimated lives saved 2010–2020 is more than 1,400

Monitoring our progress and building a strong evidence base

Monitoring our performance against targets will ensure ongoing success of this Plan.

Safety performance indicators are key measures of risk in the road system. They highlight what we need the road system to look like – across road users, roads, vehicles and travel speeds – to create safe mobility for customers. Improvements in performance across indicators show that the system is being made safer and more survivable for road users.

Targets will be set for each indicator to assess the safety performance of the system, and to drive continuous improvement across these areas. Ongoing monitoring of performance indicators will occur alongside tracking of trauma outcomes. This will help refocus priorities where needed to drive future trauma reductions. The table below presents a core set of safety performance indicators, which has been developed for NSW to align with our overall trauma reduction targets.

The table below presents a core set of safety performance indicators, which has been developed for NSW to align with our overall trauma reduction targets.

Focus Area	Safety Performance Indicator
Safe roads and streets	<ul style="list-style-type: none"> ▶ Share of travel on state country roads with median barriers ▶ Share of km on state country roads with audio tactile line marking ▶ Share of length with safer speeds on local and low volume rural roads (80 km/h) ▶ Share of urban roads with safe speed limits of 40 km/h or below ▶ Share of intersections on country roads designed at no more than 70 km/h ▶ Share of at-grade urban intersections designed at no more than 50 km/h.
Safe vehicles	<ul style="list-style-type: none"> ▶ Share of registered 5-star cars (light vehicles) in the vehicle fleet ▶ Share of 5-star cars in new car sales.
Speed	<ul style="list-style-type: none"> ▶ Average speed on 80–110 km/h country roads ▶ Share of vehicles compliant with speed limit on country roads (100–110km/h) ▶ Share of vehicles compliant with speed limit on urban roads (40–60 km/h).
Non-impaired motorists	<ul style="list-style-type: none"> ▶ Share of sober drivers ▶ Share of non-drug drivers ▶ Share of motorists who do not drive while tired.
Seatbelt and protective gear	<ul style="list-style-type: none"> ▶ Share of seatbelt wear in light vehicles ▶ Share of riders wearing specific protective gear.

Building a robust evidence base through quality data and strong research is critical to ensuring the measures we implement save lives and reduce serious injuries into the future. Making this information available to road

safety practitioners, delivery partners and the community will help us to understand what is causing road trauma and to better respond with effective, best-practice and innovative solutions.

What we will do

- ▶ Targets will be set for each indicator to assess the safety performance of the system, and to drive continuous improvement across these areas. Ongoing monitoring of performance indicators will occur alongside tracking of trauma outcomes. This will help refocus priorities where needed to drive future trauma reductions.
- ▶ Deliver a new Safe System Investigation Program to systematically assess the multiple influences on fatal and serious injury crash outcomes, and to identify what road safety measures could prevent the outcome in the future to inform future strategic planning.
- ▶ Continued detailed case-by-case analysis of trauma, including for severe injuries (defined by maximum abbreviated injury score or an equivalent severity measure), to help better understand crash mechanisms to prevent and reduce the impact of the most severe trauma.
- ▶ Drive and manage road safety performance and continuous improvement in NSW through the use of agreed safety performance indicators and associated performance targets.
- ▶ Deliver an annual Road Safety Results Conference to disseminate information on safety performance and identify further strategic opportunities to achieve trauma reduction targets, supported by enhanced road safety input and governance.
- ▶ Establish a new Road Safety Research Fund to strengthen engagement with research bodies through co-design and deliver emerging and innovative road safety research.
- ▶ Enhance integrated data acquisition across the transport system, especially with regard to safety features, risk rating, traffic volume, road classification, seal width and other road asset information.
- ▶ Enhance Safe System data analytics and make information available to the public, delivery partners and other stakeholders through:
 - Integrating information from other systems, including road asset databases
 - Leveraging data from other technology systems that collect relevant information about the road network, vehicle operations or other aspects of the safe system
 - Exploring improvements to crash data reports from NSW Police
 - Deliver further data analysis and research to better understand serious and severe injuries from road crashes, including the impact of different injury severity measures.



How this Plan was developed

The development of this Plan involved significant community and stakeholder engagement to give people across NSW the opportunity to provide their views on road safety issues and give feedback on proposed ideas and safety measures for consideration in the Plan.

Everyone uses roads — as a driver, a rider, a freight worker, passenger or pedestrian — which is why the community's view is essential in helping save lives on our roads.

That's why we engaged more than 240,000 stakeholders and community members to help develop the Plan. This occurred through:

- ▶ consultation with the NSW Government's Road Safety Advisory Council
- ▶ a series of community forums held across NSW as well as online to identify issues and propose options for addressing them
- ▶ workshops with key Aboriginal stakeholders to identify issues and culturally appropriate actions
- ▶ surveying over 3,500 NSW residents to understand key concerns and support for particular actions
- ▶ stakeholder meetings including with local government and NSW Police
- ▶ online engagement through the NSW Road Safety Facebook page and the Towards Zero website.

From our survey we know that 84 per cent of the community support our aim for a zero road toll.

When asked about key road safety issues of most concern to them, drink driving, speeding and drug driving continue to be primary concerns among the community.



Drink driving
60%



Speeding
51%



Drug driving
40%



Survey results

Survey results show there continues to be strong and consistent support for implementing measures across all elements of the transport system.



Safer speeds

- ▶ Lower speeds on narrow or high-risk roads — **81%**
- ▶ Lower speed limits in places to improve safety for people and cyclists — **79%**
- ▶ Police enforcement of speed limits — **80%**
- ▶ Red light speed cameras — **75%**



Safer roads

- ▶ Making curves safer on high speed roads — **84%**
- ▶ Controlled turning of vehicles at intersections — **84%**
- ▶ Median barriers — **83%**
- ▶ Pedestrian safety features such as crossings and traffic calming — **81%**



Safer vehicles

- ▶ Blind spot detection systems — **86%**
- ▶ Reversing cameras and sensors — **84%**
- ▶ Vulnerable road user detection for trucks/buses — **84%**
- ▶ Intelligent Speed Assist — **81%**



Safer people

- ▶ Alcohol testing — **85%**
- ▶ Drug testing — **83%**
- ▶ Road safety education of children and young people, and their carers — **82%**
- ▶ Improvements to the licensing system for motorcyclists — **81%**



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