

2026 Road Safety Action Plan

Sydney community forum



Thank you for attending the 2026 Road Safety Action Plan community forum in Sydney. There were a lot of interesting discussions during the session, which are summarised below as well as the results of the in-person polls.

We are in the process of drafting the 2026 Road Safety Action Plan, which will be available at the end of the year. We look forward to sharing it with you.

Transport for NSW is eager to continue these road safety conversations, stay up to date on campaigns at towardszero.nsw.gov.au or follow us on [social media](#)

Stay safe and drive responsibly – let's make sure everyone arrives home safely.

Bernard Carlon

Executive Director

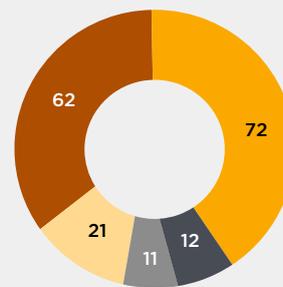
Centres for Road Safety and Maritime Safety

Participant Feedback

What are the priority areas for road safety in the Sydney community?

Number of mentions

Area of investigation



- Reducing unsafe road user behaviours
- Creating safer country and outer urban roads
- Increasing the safety of vehicles and protective equipment
- Pedestrians, cyclists and 'at risk' road users
- Creating safer urban spaces

Below is a summary of the suggestions and feedback we received during the Sydney consultation.

1. Creating safer urban spaces

- Comments were made around the need for parking near intersections to be for motorcycle riders only, to aid visibility for cars and pedestrians crossing and moving through.
- Encouraging safe pedestrian behaviour by increasing the frequency and connectivity of public transport – this would also make travel easier for groups such as elderly people.
- Need for spaces to cater adequately for all groups, pedestrians, cyclists and motorists. For example, more scramble crossings, mid-block crossings.
- Distraction is an issue in the city with the number of signs and many people using in-car GPS, meaning they are not always looking at the road. GPS should be used primarily as a voice prompt rather than a map on screen.

2. Creating safer country and outer urban roads

- Suggestions were made around educating around risks of driving at dawn and dusk – particularly as wildlife is most active at those times. Education around how to respond to wildlife when they are on the road was highlighted.
- Driver education with a focus on being safe and respectful in traffic (issues raised: tailgating, aggressive, and risky take overs).
- Limited and poor condition of rest stops along roads like the Hume Highway don't provide the right encouragement to stop and rest.

3. Increasing the safety of vehicles and protective equipment

- Increase the availability of blind spot technology in more vehicles.
- Discussions were had about dashcams being a new phenomenon, and there was a suggestion for a campaign that encourages people to send in their footage of unsafe road behaviour.
- Social media should be better utilised as channels to educate drivers, particularly around changes and updates to legislation – the advertisements created should be short and sharp.

4. Pedestrians, cyclists and 'at risk' road users

- Pedestrian safety awareness raising and education campaigns are needed. Methods such as digital displays, infrastructure on the ground, and push notifications were suggested. Education should start early and start in schools.
- The design of pedestrian crossings should stop pedestrians from just walking out, as they are often distracted by mobile phones.
- A suggestion was made that pedestrians should have to wear reflective clothing when walking at night.
- A speed based system could allow bicycle riders to use existing footpaths if their skills aren't adequate for riding on the road, or if they want to travel slowly.

5. Reducing unsafe road user behaviours

- There was support for early road safety education. This should include road safety as a driver, cyclist and pedestrian, and there should be continued learning for all drivers about road rules and safety measures throughout their life.
- Drivers should be re-trained about road rules and safety every 5 to 10 years.
- There was a recommendations that a repeating online driver knowledge test should be introduced with incentives. For example, people who re-test every 2 years should benefit from lower registration costs.



"I think we're doing pretty well" [referring to reduction in fatalities in recent years].

Poll Results

This information was collected from forum attendees who participated in the polls at the Sydney community forum held in April 2021.

Were the trends and statistics presented a surprise to you?

No 65%

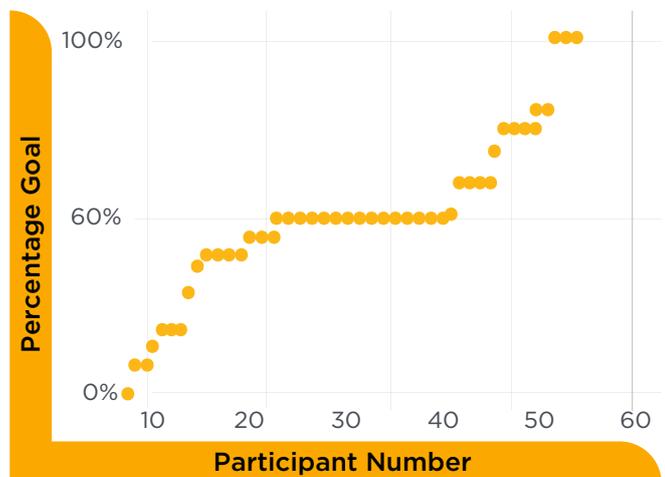
Yes 35%

Do you think we are on the right path to meet our targets of zero deaths and serious injuries on NSW roads by 2056?

No 48%

Yes 52%

What should our goal for 2030 be?



"By not testing regularly, are we passing on bad habits?"