

2026 Road Safety Action Plan

Aboriginal Community Forums



Transport for NSW recognises and pays respect to the traditional custodians of the land and waterways across the many traditional Aboriginal boundaries our organisation operates on.

Many of the transport routes we use today follow the traditional Songlines, trade routes and ceremonial paths in Country that our First Peoples followed for tens of thousands of years.

Thank you for attending the 2026 Road Safety Action Plan Aboriginal community forums that took place earlier this year. There was a lot of interesting discussions and feedback received during the sessions that is summarised below.

The Aboriginal community forums were developed to provide an opportunity for Aboriginal community members and stakeholders to discuss road safety in a culturally appropriate way. They were the first of their kind to be held in relation to our Road Safety Plan, and build on Transport for NSW's ongoing commitment of listening to, and engaging with Aboriginal people.

We understand the significance of safe access to transport within Aboriginal communities as an enabler to maintain cultural and family obligations, access to health care, education and employment.

In addition to the 2026 Road Safety Action Plan, we have continued to build on our reconciliation efforts for Aboriginal people through stronger relationships, increased respect and sustainable opportunities as set out in the [Transport for NSW Reconciliation Action Plan \(RAP\)](#).

We are in the process of drafting the 2026 Road Safety Action Plan, which will be available at the end of the year.

Transport for NSW is eager to continue these road safety conversations, you can find out more about road safety at towardszero.nsw.gov.au or follow us on [social media](#).

Stay safe and drive responsibly – let's bring the mob home safely.

Kind regards,

Bernard Carlon

Executive Director

Centres for Road Safety and Maritime Safety


Below is a summary of the suggestions and feedback we received from the Aboriginal community forums.

Creating safer urban spaces

- A key theme discussed was local infrastructure especially where vehicles travel in close proximity with vulnerable road users including pedestrians and specifically school zones.
- The discussion also focused on addressing issues faced by road users every day. These include areas such as:
 - Roads – potholes, unsealed roads, narrow roads, dirt roads.
 - Signage – lack of signs or too many signs.
 - Footpath access – the need for better footpaths and crossings.
 - Speed limits – inconsistency in speed zones.
 - Vehicle access – more alternative routes for heavy vehicles.
 - Lighting – inadequate street lighting, bright fluorescent lights (making it hard to see).
 - Consistency in road infrastructure standards within Aboriginal communities.
- Most respondents felt this focus area (safer urban spaces) is in need of urgent attention.
- The solutions proposed to achieve safer urban spaces includes financial investment, better communication, policing of speed zones and education on road safety for all road users.

Creating safer country and outer urban roads

- Focus on making it safer for Aboriginal people as drivers. Often Aboriginal people are required to travel long-distances to attend cultural events such as funerals and cultural celebrations.
- Culturally appropriate messages and resources need to centre on encouraging trip planning for longer drives to help address fatigue and manage distractions.
- Create awareness about trip planning, what to do prior to departure for a long drive as well as improved facilities accessible during the journey.
- Discussion around limiting speed to match road conditions and the quality of the road – this included understanding the impacts for safety, vehicle maintenance and the driver.
- All groups discussed the need for rumble strips and audible lines, as well as other country road infrastructure improvements.
- A suggestion was made for Aboriginal Road Safety Officers in Aboriginal community organisations (as well as Government agencies) to both listen and share important information with the community.
- Culturally safe driving programs offered through Aboriginal community organisations or with Aboriginal facilitators.



“It’s a cycle. Lack of money means you drive an older, less safe car but that means it costs more to keep it safe and serviced. But if you’re spending money on servicing your car, you have to put off paying for insurance or registrations. So, you’re more likely to drive an uninsured/unregistered car.”



“But a lot of the roads we travel on are very rough. They’re really rough even on the modern car nowadays ... some of the cars that our mob travel in, they’re not the safest cars and a lot of people they don’t have the correct driving habits and things and they don’t know how to correctly handle cars.”

Pedestrians, cyclist and ‘at risk’ road users

- Discussions centered on everyone is an ‘at risk’ road user.
- Safety of the elderly is important as they walk from home to doctors and other service providers. Children’s safety (getting to and from schools and playgrounds/parks) was also discussed.
- There was also suggestions made to raise awareness of ‘drunk walking’.
- Suggest Transport for NSW could work with local council to maintain at-risk public areas within the community including:
 - Designated and separate bike lanes
 - Sufficient and stable footpaths (especially in areas of high Aboriginal populations)
 - Better street lighting
 - More and safer road crossings
 - Increased safety around bike and skate parks
 - Particular attention to be made to make roads safe for mobility scooters.
- It was suggested that there be funding support to Aboriginal community organisations to deliver on-road safety and increase community engagement on road safety.
- Discussion around helmet use campaigns to encourage youth to wear them, and also an increase in motorcycle education to promote safe riding.
- Driver licensing programs provided through Aboriginal organisations and for them to be actively advertised.



Reducing unsafe road user behaviours

- All respondents to the forums discussed drug use, speeding, mobile phone use, alcohol, eating while driving, driving tired/fatigue and road rage as unsafe behaviours they've seen.
- It was discussed that in general, reducing unsafe road user behaviour is the responsibility of the community.
- There were conversations that highlighted the importance of building awareness within the Aboriginal community to make better choices and plan better journeys.
- It was discussed that a lot of unsafe behaviours are a result of forced situations e.g. where an Aboriginal person can see no alternative, although aware of the legal consequences of their decision but due to their financial situation or accessibility they do not see any other option.
- Many respondents felt it was important to promote options and planning for alternative behaviours within Aboriginal communities.
- Solutions to some of these issues can be found through better engagement and informed decision making.
- Measures that were identified to reduce these unsafe behaviours include:
 - The need for more mobile phone detection cameras
 - The need for more highway Police patrols with higher visibility
 - The need for more breath testing of bus drivers
 - Police being more visible
 - Access to affordable child car seat restraints
 - More licence programs available to Aboriginal people
 - School zones to be better policed and increase visibility of signs
 - Funding Aboriginal community organisations to deliver supervised driver training.



"It's not safe for our elders to walk to and from the mission to aged care... it's just across the road and it's too dangerous."



"They should run ads aimed at our mob to be careful, do the right thing and have a backup plan."

Increasing the safety of vehicles and protective equipment

- A common theme was that if Transport for NSW is going to rely on technological advancements to reach zero road trauma by 2056, then it must address the economic disparity between NSW Aboriginal and non-Aboriginal population, or risk leaving Aboriginal communities behind.
- There were comments that barriers exist to access affordable safety and protective equipment and local car repairers/service providers; especially for more remote communities.
- It was suggested that Aboriginal organisations should be funded to undertake safety checks and provide assistance to community members to better understand vehicle safety and protective equipment.
- Car seat restraint installation should be continued through certified training.
- Suggestion that Transport for NSW could distribute safety/hazard packs to Aboriginal community organisations to support safety in the event of a breakdown in a remote location.



"You'd have first aid kits, hi-visibility vests or reflector straps at least so you can stick them to your clothes. You have a triangle reflector when you change tyres on the side of the road, make it safer at night."

We thank you for engaging with us on road safety and hope to continue this conversation as we aim to reach our goal of zero deaths or serious injuries on NSW roads by 2056.