



Representing the community's interests in getting around
on bikes in Sydney's eastern suburbs

Review of the 1993 NSW Roads Act

28 March 2025

Transport for NSW
Have Your Say Portal

Submitted online <https://www.haveyoursay.nsw.gov.au/roads-act-1993/roads-act-1993-submission>

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Re: Review of the [1993 NSW Roads Act](#)

BIKEast submits the following comments regarding the Review of the 1993 NSW Roads Act:

Recommendations

1. BIKEast supports the detailed submission made to this Review by the NSW Peak Cycling body, Bicycle NSW. In addition to the issues and recommendations contained in their submission we add the following:
2. We support the embedding/integration of TfNSW Movement and Place policies into the Act and other associated instruments.
3. We believe that in line with these Movement and Place policies, TfNSW should have complete responsibility for the full road corridor for State Roads as currently the verges are a local government responsibility.
4. We support the clarification and expansion of the current system of road classification to better serve and reflect urban road/street environments and uses. We recommend the ACT model, particularly in greenfields situations. This better defines issues such as the application of on-street parking and driveway access direct to the streets (also verge widths).
5. We recommend that in line with current NSW Government policies, technical treatments and solutions contained within the TfNSW Manual. "Cycleway Design Toolbox" be adopted in NSW Government regulation particularly in relation to safe and efficient separation of pedestrians, cyclists and motorists.
6. We recommend that the planning, provision and maintenance of the Principal Cycle Network in major metropolitan cities be formally assigned in legislation to Transport for NSW, much as the State Road Network provides for the broader road transport network.
7. BIKEast supports NSW Government policies of separated walking and cycling paths with clear visual separation where possible, to enable ease and safety for walking and cycling user speed differentials. Though facilities have been planned and installed in NSW during the past decade, legislation, regulation and technical standards have not fully supported these safety and amenity improvements and should be updated (see text below for examples of separated crossing facilities).

In NSW, Path Priority Crossings associated with bicycle-only paths are usually planned and executed alongside Zebra crossings on raised pavement platforms. See Figure 1 for an example in the City of Sydney. Conflicts between cyclists, pedestrians and motor vehicles can be minimised by this crossing design which is recognised for the provision of safe road crossings for shared paths and separated paths.

See also Figures 2 and 3 for further examples of crossings near parklands that have been recently upgraded into priority separated paths.

The new *Transport for NSW Technical Standard TS 00143:1.0* covers the application and use of raised platforms at intersections and crossings.



Figure 1: A separated priority crossing for pedestrians and cyclists across Bourke Street, Redfern.



Figure 2: Old outdated pedestrian refuge design connecting Cooks River parklands at Illawarra Road Marrickville, now replaced with high quality walking and cycling priority crossing.

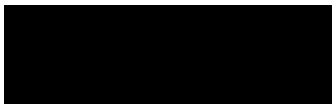


Figure 3: The new quality separated priority crossing at Illawarra Road Marrickville, connecting Cooks River parklands.

Conclusion

Thank you for taking the time to read our feedback on the 1993 NSW Roads Act Review.

Yours sincerely,



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