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Transport for NSW
231 Elizabeth Street
Sydney NSW 2000

25th March 2025

roadsactfeedback@transport.nsw.gov.au

Dear Transport for NSW,

Re: Roads Act Review Issues Paper

Thank you for the opportunity to provide feedback on the Issues Paper published in February 2025.

Bicycle NSW is a non-profit membership organisation operating in NSW that represents the interests of people who ride bikes. Bicycle NSW has been promoting bicycle use, behaviour change and effective bicycle user environments since it was established as a member-based organisation in 1976. Since then, Bicycle NSW has been responsible for many active transport infrastructure outcomes and positively supporting thousands of people of all ages to safely utilise bicycles for transport and recreational purposes.

Bicycle NSW is thrilled that NSW Government has commenced a review of the Roads Act 1993.

Roads are for people – however they get around

So much has changed in the way people understand how streets can contribute to liveable places, sustainable growth, and public health. But governments trying to make changes to the road-related environment are hampered by outdated legislation. There is a huge need to streamline processes and address regulatory barriers.

The Roads Act need to be fair and equitable. It must recognise that 40% of the population does not drive. It must enable convenient and safe access to roads and streets for everyone, whether walking, resting, driving, cycling or using public transport.

As an example of how the Roads Act 1993 fails vulnerable road users, 'bicycles' are referred to only once, when defining a 'footway' which may also be used by 'bicycle traffic'. It is beyond time for the needs of people walking and riding to be treated as an essential part of the transport network, not an afterthought.

Facilitating the delivery of great streets and roads for walking and cycling will not only provide the community with liveable, loveable places. It will also reduce emissions and road trauma, advancing NSW Government's goals for both Vision Zero and Net Zero.

Bicycle NSW recognises that the Issues Paper consultation period is only the **first opportunity** for the NSW community, councils and other key government and non-government agencies to raise concerns about the current Act. We look forward to further engagement and being part of the Peer Review Advisory Committee over the course of 2025.

This submission aims to provide some high-level priorities for reform, as identified by Bicycle NSW and our advocacy partners over many years working to support delivery of active transport infrastructure in a complex and political environment.

A summary of Bicycle NSW's priorities:

1. Define new Objects of the Act
2. Legislate a Road User Hierarchy for NSW
3. Mandate new or upgraded active transport infrastructure as part of all infrastructure and development projects
4. Ensure that inclusive design is central to all infrastructure and development projects
5. Legislate the Road User Space Allocation policy
6. Formalise adherence to the Movement and Place Framework
7. Embed climate resilience in design and outcomes
8. Require 5-year reviews of the Act and its efficacy
9. Delegate more powers to local councils
10. Reform Local Traffic Committees in NSW
11. Improve traffic signal operation for all road users
12. Amend the Road Rules to maximise safety for people walking and riding
13. Simplify road governance with separate Acts for regional road and urban streets
14. Introduce Presumed Liability legislation
15. Require a significant increase in funding for walking and cycling infrastructure
16. Develop delivery capacity within road authorities to prevent substandard implementation

There has been recent progress, but serious issues persist

Over the last few years, the NSW Government has published excellent strategies and policies to prioritise walking and cycling in transport and land use planning.

These include:

- The Movement and Place framework
- Providing for Walking and Cycling in Transport Projects policy
- Road User Space Allocation policy and the accompanying [Road User Space Allocation Procedure](#)
- The revised [Future Transport Strategy](#)
- The ground-breaking [Active Transport Strategy](#)
- The exciting [Strategic Cycleway Corridors program](#)
- The new [Design of Roads and Streets manual](#) (DORAS)

Alongside these, the TfNSW Cycleway Design Toolbox clearly sets out the physical requirements of bike infrastructure, providing a benchmark for projects across the state. The Walking Space Guide has similar ambition for pedestrian infrastructure.

These policies and strategies demonstrate NSW Government's understanding of the urgent need to improve our physical and mental wellbeing, our safety, the health of the economy and environmental sustainability. They aim to counter the ongoing culture of car-first planning on health, urban liveability, road trauma and air quality.

However, efforts to improve the environment for walking and cycling continue to falter, move at snail's pace, and get overrun by vested interests.

Bicycle NSW is frustrated by the following issues, over and over again:

- Too many people are killed and maimed on the roads every year. Pedestrians and bike riders fare very badly. In 2024, [1300 people died on Australia's roads](#), the worst year since 2012. Across Australia, pedestrian deaths increased 7.1% over the 2023 toll, and cyclist deaths increased 11.8%.. This is despite decades of global evidence on what will actually achieve Vision Zero goals – lower speeds, separation of vulnerable road users, smaller, less powerful cars, and less driving.
- There has been no progress on reducing transport emissions. The NSW Government has set interim targets to reduce emissions by 50% on 2005 levels by 2030, and reduce emissions by 70% on 2005 levels by 2035. Instead, vehicles are the [second largest and fastest growing contributor](#) to emissions. Meanwhile, although all stakeholders are fully aware that more road capacity *always* induces more driving, the pipeline of eye-wateringly expensive road projects continues to be stoked.
- There is a deep disconnect between the fine strategies and policies and the delivery of NSW Government's intended active transport outcomes. Road authorities (Councils and TfNSW) do not follow their own policies, strategies and design standards.
- Stakeholders on major projects routinely demonstrate a lack of capability and capacity to grapple with complex overlapping priorities. Active transport outcomes are not thought about from the first stages of the design process and then become too hard to incorporate.
- The community is informed about road-widening projects and intersection upgrades too late, long after key decisions have been made. Public consultation often feels like an afterthought, with inadequate consideration given to the needs of people walking and riding.
- In many cases, cycling facilities that are supposedly mandated under Conditions of Consent relating to are sidelined or cut from scope without oversight.
- Even worse, projects do not always deliver DDA-compliant walking infrastructure. When so much existing infrastructure urgently needs upgrading to be compliant, it is depressing to witness new substandard footpaths and crossings being added to the built environment.
- Traffic signals in NSW make people outside vehicles wait too long to cross roads. This encourages people to take risks and reduces the appeal of walking and cycling trips.
- Many local councils have strong active transport strategies but struggle to implement projects due to lack of funding, lack of capacity, poor community engagement and indifferent political leadership. Change seems too hard to navigate so status quo bias prevails
- Councils manage approximately 90% of all streets, yet have limited powers to change local streets, and no power to control speed limits.
- Local Traffic Committees are not fit for purpose. Two-thirds of voting members have no technical expertise, and the focus is on signs and lines. These committees miss key opportunities to steward good urban design and safe speeds for liveable, safer communities.
- The NSW Road Rules have not been reviewed since 2014. The Australian Road Rules 14th Amendment Package made important, but these were not adopted in NSW. Meanwhile, [other states](#) have done great work to clarify the rules for bicycle and e-mobility device riders and prioritise their safety.

Failure to prioritise the movement of people outside a car is not the fault of only one administration. It is the legacy of default car-first thinking by current and previous NSW governments.

Many recent projects have let people walking and cycling down.

It is on major infrastructure projects that the dearth in governance is most stark, leading to confusion, lost opportunities, and regressive planning decisions. For example, the [Warringah Freeway Upgrade](#) adds new vehicle lanes to one of the world's widest urban road corridors without delivering any new cycling infrastructure. In fact, scraps of walking and cycling paths that did exist have been sacrificed.

The many tentacles of Westconnex have created divisive traffic sewers across inner Sydney. Although there are great new walking and cycling paths at [Rozelle Parklands](#), links into the neighbouring streets were not built. The regional cycleway between Anzac Bridge and Iron Cove Bridge was left as a hotch-potch of cluttered shared paths and convoluted back streets.

Important cycleway connections promised at [Sydney Park Junction](#) were quietly dropped by Transport for NSW, and only returned to the scope of works after strong campaigning by advocates and ministerial intervention. The [Western Distributor Improvements](#) are undoing recent progress to drive mode shift and increase accessible and equitable transport options for all.

Bicycle NSW is unable to keep track of all the road and intersection 'upgrades' underway across the state, but when we do dig in to send feedback, we consistently find that pedestrian crossing legs are missing, slip lanes have been added, vehicle lanes have been widened and trees removed. Traffic volumes and speeds increase. Footpaths and shared paths are very hostile and shadeless, with no buffer to fast traffic and or protected crossings of side streets. The Cycleway Design Toolbox and the Road User Space Allocation policy are routinely ignored. [Richmond Bridge Stage 2](#), [Epping Bridge widening](#), [Memorial Avenue in Kellyville](#), Henry Lawson Drive in Milperra, [Wakehurst Parkway in Oxford Falls](#) and [Castle Hill interchange](#) all provide eloquent examples of systemic failure to properly consider people walking and cycling.

Please read the linked blog articles and submissions for details of the concerns raised by Bicycle NSW about these projects.

Even in Haymarket, [Sydney's most walkable suburb](#), an intersection is missing a pedestrian crossing on a key desire line. How on earth did this happen? But it is further evidence of a deep-seated issue that even City of Sydney scrutiny cannot address.

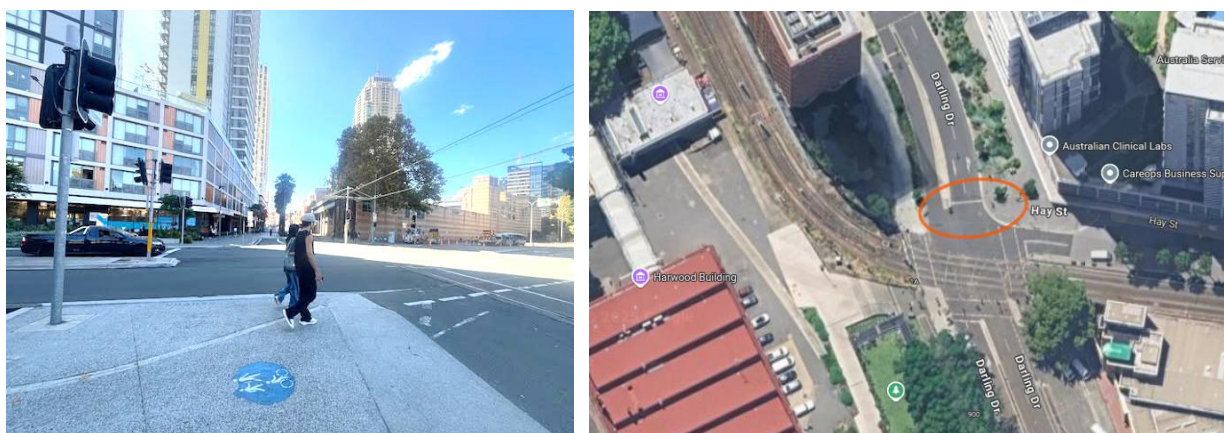


Figure 1: The intersection of Darling Drive and Hay Street in Haymarket, central Sydney (Images: Bicycle NSW / Google Maps)

The urgent need for reform

It is a core government responsibility to deliver create safe and equitable streets. Advocates can help push for safer infrastructure, amplify community concerns and hold government to account. But we cannot monitor each and every project, and fight battles about failure to follow policy every time. Systemic change is long overdue.

The absence of legislative drivers to enforce high-quality outcomes, regardless of the local government, private organisation or state agency involved, continues to deliver very patchy outcomes. This is despite decades of evidence showing that investment at scale in active transport leads to mode shift and [makes economic](#) sense across a swathe of sectors.

New and modernised legislation is urgently needed to ensure that every project, in every place, fulfills NSW policy objectives and puts people and planet before cars.

Aligned with continuous, long-term investment and consistent political will, legislation could ensure that active transport, liveability and net zero goals can be achieved.

Bicycle NSW has written [a discussion paper for a Healthy Streets Bill](#). This proposed to legislate policies and laws to elevate active transport across NSW and create a new base line for transport and development projects that interact with the road-related environment. Active transport should be a **business-as-usual** consideration, as integral to infrastructure projects and developments as environmental impact assessment and health and safety compliance.

Changes to the Roads Act, with necessary and accompanying amendments to the Road Transport Act 2013 and the Transport Administration Act 1988, could address many of the outcomes we hoped to achieve with the Healthy Streets Bill.

Bicycle NSW wants a reformed Roads Act to:

1. Define new Objects of the Act

- a) Modernising the Objects is essential to address the issues raised by Bicycle NSW and force roads authorities to manage roads to maximise safety, efficiency, environmental sustainability and emissions reduction
- b) Metrics should align with existing NSW Government targets if suitable.
- c) DDA compliance, Vision Zero and Net Zero are NSW Government policy pillars. Embedding these targets into the Roads Act would provide mechanism for community or local government to hold TfNSW directly accountable.
- d) Once the Objects are clearly stated, policy experts can determine what needs to change.
- e) Each objective will need a different approach to drive change. For example, increasing active transport to school may require redrawing school catchment boundaries to reduce barriers to walking and cycling in the catchment
- f) **The Objects of the Act could include:**
 - To improve safety by halving deaths and reducing serious injuries by 30% on NSW roads by 2030 (in line with the [2026 Road Safety Action Plan](#))
 - To deliver free and safe access for the most vulnerable road users, with (for example) 1000km of new cycleways and 50km of safe main streets by 2028 (in line with [NSW Active Transport Strategy](#))

- To increase the comfort and attractiveness of streets by achieving a 40% urban tree canopy cover across Greater Sydney by 2036 (in line with NSW Government's [Greener Neighbourhoods target](#))
- To uphold disabled access to streets, public transport, and public spaces (in line with the NSW Disability Discrimination Act 1992)
- To reduce carbon emissions from transport to help cut overall emissions by 70% by 2035 compared to 2005 levels and reach Net Zero by 2050 (in line with the whole-of-government climate action mandated by the [Climate Change \(Net Zero Future\) Act 2023](#))
- To promote sustained mode shift to walking and cycling at a rate of 5% a year to halve the trips taken in a car by 2030 (in line with the [Climate Council's Shifting Gears recommendation](#))
- To ensure a safe passage for people walking and riding during temporary road works (in line with [Austroads Guide to Temporary Traffic Management](#))
- To improve driver education and behaviour (in line with the [2026 Road Safety Action Plan](#))
- To enable more children to walk and cycle to school with safe infrastructure, aiming to double active transport to school rates (in line with [NSW Active Transport Strategy](#))
- To reduce barriers for wildlife and maintain biodiversity (in line with [Australia's National Biodiversity Strategy and Action Plan](#))

2. Legislate a Road User Hierarchy for NSW

- A hierarchy places those road users who are most at risk in the event of a collision at the top of a 'scale' or hierarchy. Their needs must be considered foremost when designing streets and allocating road space.
- The [Transport for NSW Road User Space Allocation Procedure](#) sets out the following hierarchy –
1. People spending time 2. Walking 3. Cycling 4. On-street public transport 5. Freight and services 6. Private vehicles and point to point.
- Vehicle storage should be added to the bottom of the hierarchy.
- Other jurisdictions have established hierarchies with slight variations which can be used to develop an agreed hierarchy for NSW.
- Metrics to assess infrastructure must count people or passenger movements rather than vehicle movements.
- The multi-modal nature of 'traffic' must be clarified
- Funding must then flow to achieving a safe environment and good outcomes for all road users, not just people driving cars.

3. Mandate new or upgraded active transport infrastructure as part of all infrastructure and development projects

- Prescribe active transport inclusion in all TfNSW tender and contract templates
- Legislate the Providing for Walking and Cycling in Transport Projects policy
- Active transport infrastructure must be an integral part of EIS or REF and all conditions of consent (or as relevant to scale of project)
- Extend the policy to **all development** (including small-scale residential projects)
- It is not enough to rebuild what was removed for construction. Every project offers a valuable opportunity to reconfigure the surrounding public realm
- The sphere of influence of a project on active transport infrastructure depends on its scale – ie 10m to 1000m.
- Projects must align with local and state targets for mode shift
- An **Active Transport Network Review** must be undertaken during initial planning and feasibility stages and the findings incorporated into the project brief.

- i) Conversely, the Active Transport Network Review must not be a desktop study that happens once contracts are signed and construction is underway. Recommendations are then impossible to implement.
- j) Walking and cycling infrastructure must meet minimum standards set out in relevant NSW Government guidelines.
- k) Provide for compensation via local government when the project proponent fails to meet their planning obligations within 4 years of completing a project.

4. Ensure that inclusive design is central to all infrastructure and development projects

- a) Legislate that all projects delivering changes to the public realm create street crossings, footpaths, paths and cycleways that are fully compliant with the NSW Disability Discrimination Act 1992 (2A) *Standards*.
- b) All crossings must: a) be fully accessible including sensory function for hearing and vision impairment. b) be sufficient in number and safe for all road users; c) offer signal phasing that is fair, accessible and reasonable to allow people of all ages and abilities to safely cross, respecting the Road User Hierarchy.
- c) Clear standard on minimising clutter in the public spaces
- d) Meaningful consultation with access and inclusion officers or committees must underpin all urban design and transport projects.
- e) A disability inclusion officer must be included in the operations of Local Traffic Committee in order to ensure that: a) provision is made for walking, cycling and wheelchair use b) projects meet DDA compliance for active travel.
- f) Embed the NSW Disability Discrimination Act 1992 in EIS or REF processes for infrastructure projects.
- g) Enable provisions to be challenged by an independent third party.

5. Legislate the Road User Space Allocation policy

- a) Mandate all transport and development projects to allocate road space fairly and equitably according to the agreed Road User Hierarchy and the Transport for NSW Road User Space Allocation Procedure
- b) All stakeholders will have a clear understanding of the imperative to provide safe and equitable physical and temporal allocation of space on roads to all road users
- c) People or passenger movements must be prioritised over vehicle movements.
- d) Parking space is located at the bottom of the hierarchy, and on-street vehicle storage (i.e. car, boat, bike and trailer parking) must not dominate street space nor impede either planned or existing active transport infrastructure

6. Formalise adherence to the Movement and Place Framework

- a) It is essential to include 'place' in all legislation relating to roads, transport and traffic.
- b) Street environments must be consistent with the new [Design of Roads and Streets](#) with defined safe speeds.
- c) Note the review of the Road Transport Act in 2019 tried to incorporate 'place' but this did not happen.
- d) Examples from other jurisdictions provide pertinent case studies.

7. Embed climate resilience in design and outcomes

- a) The Act must recognise the NSW Government's Net Zero targets and address the transport system's climate emissions.
- b) The [Avoid – Shift – Improve framework](#) should be integral to all decisions about investing in the road network.
- c) The least climate impactful decision is typically a decision *not* to build and make the best possible use of the infrastructure that we have.
- d) Wales has adopted a series of [future road building tests](#) to ensure new roads are only proposed after 'sweating' existing assets. Going forward, new roads will only be built if their proponents can prove they will not induce car use or higher speeds, and instead support the transition to Net Zero and improve safety.
- e) The investment assessment process must require explicit carbon budgets and sector targets for roads and transport projects.
- f) Decarbonising transport and encouraging more trips on foot or by bike is critical to reducing emissions and climate action.
- g) The Act must include a road space hierarchy of supporting infrastructure such as tree canopy and water-sensitive urban design.
- h) The hierarchy should prioritise existing tree canopy and oblige road authorities to achieve future tree canopy targets.
- i) The road space allocation policy must prioritise space for trees and landscaping over parking spaces and other uses.
- j) The community needs evidence that alternative design options were thoroughly investigated before trees are removed, and canopy must be restored as a priority before the project is completed.

8. Require 5-year reviews of the Act and its efficacy

- a) TfNSW should conduct audits of walking and riding infrastructure every 5 years and develop a plan to show how missing links, paths and crossings will be provided.
- b) Substandard walking and riding infrastructure can be identified and future funding restricted for roads authorities that have implemented substandard active transport schemes.
- c) This review would hold road authorities accountable for pedestrian safety and help steer a better future by lowering vehicle speeds, embedding pedestrian-first design in all projects and requiring a network of safe frequent, direct crossings.
- d) The Act must provide a mechanism to request that a decision be reviewed where it conflicts with the Act or affects a road user, equivalent to the merit review and judicial review clauses under the EP&A Act

9. Delegate more powers to local councils

- a) Councils manage the vast majority of roads but have had to devise complex workarounds to make changes.
- b) The Act should recognise the role of land use authorities in managing roads and give greater power to those authorities to make local access decisions.
- c) In particular, councils need to be empowered to reduce speed limits to create safer, more liveable streets.
- d) Conversely, increases in speeds must not be delegated to councils.

10. Reform Local Traffic Committees in NSW

- a) The Local Traffic Committee (LTC) must:
 - i. operate in accordance with the Road User Hierarchy
 - ii. be renamed Local Transport Committee (or Healthy Streets Committee)

- iii. focus on good outcomes for walking, cycling and public spaces and incentivising more walking and riding, not driving
 - iv. apply data in order to progress, not impede, plans for the safety of pedestrians, wheelchair users and cyclists.
- a) LTC representatives must undergo training to be aware of policies and strategies that aim to deliver better, safer streets.
- b) LTCs must have qualified transport planner and strategic planner, and ensure alignment with Community Strategic Plan
- c) LTC's must have a voting members with active transport expertise.
- d) Councils can decide on the remaining panel composition based on their priorities, striking a balance between overarching strategies and localised perspectives.
- e) Councils can handle low-to-medium complexity issues that are minimum risk. Clear guidelines for more complex cases would trigger expert review panel.
- f) Decision-making must be bound to current local or state policies and strategies, and contribute to mode shift targets.
- g) Ensure full public access to meetings and minutes.
- h) TfNSW should be obligated to inform councils (via The Transport Committee) of any and all plans affecting the local street network, ensuring full transparency and alignment with local objectives.
- i) The committee should focus on key areas such as:
 - i. Walking, cycling and public transport needs and integration with local networks.
 - ii. Road trauma reduction initiatives.
 - iii. Speed zoning to enhance safety.
 - iv. Aligning the function of streets with the strategic and land-use goals of local councils.
 - v. Expanding street canopy by reallocating road space (parking spaces and other road space) to planting trees and greening.
- j) This modernization would ensure that the committee serves the broader transport and community needs, moving beyond parking and signage to tackle issues like safety, accessibility, and sustainability

11. Improve traffic signal operation for all road users

- a) Systemic change to traffic light phasing is much needed to ensure optimum access for all road users.
- b) The Act must oblige TfNSW to identify maximum wait times at signals consistent with a Movement and Place categorisation and the Road User Hierarchy.
- c) TfNSW should establish a specialist team to focus on improving phasing for people walking and cycling.
- d) Implement a great model from London. Significant resources are allocated to reviewing the optimal phasing of every light, every 5 years. [The Timing Review Programme \(TRP\)](#) adjusts 1200, or 20%, of the city's traffic signals annually. Time savings for pedestrians and bus passengers are the key metric used to determine success.
- e) Bike crossings should have equal level of phasing priority. An orange flashing signal will allow vehicles to carefully turn across bike lanes without needing to stop bikes.
- f) Bicycle NSW has shared ideas from other jurisdictions [here](#).

12. Amend the Road Rules to maximise safety for people walking and riding

- a) The NSW Road Rules have not been reviewed since 2014 and urgently need an overhaul.
- b) In particular, the rules relating to micromobility have many gaps and inconsistencies that create confusion for all road users.
- c) Many possible amendments have been identified by advocates and policy experts. These include:

- i. Change road rules relating to give way (rules 72, 73, 74, 75, 80 & 81 and also 64 & 65,) to append “any pedestrian” with “or any rider of a bicycle or a personal mobility device” exactly as per the Queensland road rules ([Rule 72](#))
- ii. Change road rule 148 ‘Giving way when moving from one marked lane or line of traffic to another’, to specifically include bike lanes, so that it is clear drivers must give way to bicycles travelling in the bike lane they are entering.
- iii. Change all road rules in Part 15 “Additional rules for bicycle riders” by including “personal mobility device” along with bicycle, modelled on the [Queensland road rules](#).
- iv. Change road rule 248 to allow riders of bicycles and personal mobility devices to use unsignalised pedestrian crossings, modelled on the Queensland rule
- v. Change road rules 67 & 68 ‘Stopping at a stop sign/line’ to add an exemption for bicycle riders if they can safely give way. This is known as an “Idaho Stop” which research has shown increases safety. It reduces exposure in the intersection as momentum isn’t fully lost.
- d) Bicycle NSW would be happy to assist Transport for NSW with a deep dive look at all road rules relating to walking and cycling.
- e) A limit on the time between reviews should be imposed so that road rules are examined at least every 10 years.

13. Simplify road governance with separate Acts for regional road and urban streets

- a) Recognizing the distinct needs of urban and rural roads can streamline governance and improve outcomes. Urban roads serve diverse users in complex environments, while rural roads primarily support vehicle travel with fewer non-vehicle users.
- b) Creating two separate acts—a Highways Act for rural roads and an Urban Roads and Healthy Streets Act for urban roads in cities, regional towns and villages.
- c) By separating these two distinct groups of roads, the two Act can serve each better rather than needing to be high level to serve both.
- d) The Highways Act could focus on freight and inter-regional travel.
- e) The Urban Roads and Healthy Streets Act could focus on accessibility using the road user hierarchy, place-making using the road user space allocation policy, net zero, green healthy active streets with the goal of getting people out of cars for as many trips as possible.

14. Introduce Presumed Liability legislation

- a) One method of bringing about attitudinal change towards non-motorised forms of transport is to make motorised vehicle users accountable for their actions on NSW roads. This can be achieved by introducing the concept of ‘Presumed Liability’ into NSW compensation laws.
- b) The concept of presumed liability reverses the current onus of proof applicable to a personal injury compensation claim, by deeming a motorised (the largest/heaviest) vehicle to be at-fault in the event of a collision with a vulnerable road user (VRU).
- c) A VRU can still be held at-fault for an accident or partially liable through a finding of contributory negligence upon evidence being adduced of a broken road rule, law or Court/tribunal decision by the motorised vehicle user (or their insurer).
- d) allow insurers to set premiums in accordance with driver risk profile. This means that if a driver hits a VRU their CTP premiums go up. If they go up past affordability, or are refused, they can’t register their car.
- e) It is recommended that NSW Government:
 - i. Consults with industry and stakeholders on the different forms of vulnerable road users (e.g. cyclists, pedestrians etc).

- ii. Consults with industry and stakeholders on the concept of presumed liability and the impact it will have on compensation schemes, clearly indicating the Government's policy prerogative of protecting vulnerable road users.
- iii. Drafts and consults on legislation which introduces the concept of presumed liability to ensure it achieves the intended purpose of protecting vulnerable road users and providing legal certainty.
- iv. Undertakes a public awareness campaign backed by the relevant state regulators (e.g. SIRA), insurers and member organisations such as Bicycle NSW to bring about societal awareness and change.

15. Require a significant increase in funding for walking and cycling infrastructure

- a) Increase the level of investment in active transport to at least 10% of the transport budget. Massive investment is needed to build active transport infrastructure across NSW following decades of neglect.
- b) Active transport must not be just valued as a transport investment but equally as a 'magic pill' to prevent disease, a cost-of-living buster and a key pillar to help achieve Net Zero emissions.
- c) At a minimum, [Get NSW Active grants must be quadrupled](#), with clear commitments in each and every NSW budget. Funding has been stagnant for several years. Many high-quality, shovel-ready projects are languishing.

16. Prevent roads authorities from implementing substandard walking and cycling infrastructure

- a) Prioritise education and capacity building within road authorities
- b) Establish an Active Transport Commissioner for NSW (as in [regions of the UK](#)) - a dedicated, high-level leadership role to champion walking, cycling, and active transport
- c) Establish a [Capability Ratings](#) and establish assessment criteria for project performance.
 - i. Councils rated 0-4. Funding is then dependent on rating and based on 3 core ingredients to succeed: strong leadership, ambition and a track record of delivery.
 - ii. Projects assessed before, during and after implementation by a specialised team, ensuring sufficient support and quality control.
 - iii. Consistent walking and cycling strategies across all LGAs – develop standard frameworks
 - iv. Penalties for not doing the right thing – funding withdrawn or limited.
 - v. Mandatory site visits for staff and councillors – riding bikes and pushing a pram or wheelchair
- d) Mandate consultation with peak bodies on concept and detailed design implementation
- e) Enshrine external review of 'Issued for Tender' and 'Issued for Construction' drawings.

Concluding thoughts

Bicycle NSW is excited about the proposed reform of the Roads Act 1993 to achieve much better outcomes for active transport.

We want the NSW Government to succeed with walking and cycling projects, exceed international benchmarks, and speed up delivery of healthier streets and neighbourhoods. Active transport, involving low-cost infrastructure with high impact outcomes, is a big opportunity for Labor that builds on Carl Scully's legacy.

It must be clarified that this submission outlines a set of changes that we think will transform the Act. The methods and policies used to achieve these changes are a matter for experts with legislative expertise.

Genuinely good governance does not need advocates - it needs clear terms of reference, accountability and transparency. A reformed Roads Act should aim to put advocates out of a job!

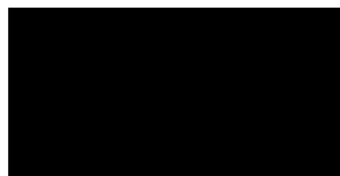
Bicycle NSW looks forward to continued engagement as the reforms are refined over the course of 2025.

Yours sincerely,



Sarah Bickford

Active Transport Planner
Bicycle NSW



Peter McLean

Chief Executive Officer
Bicycle NSW