



# Committee for Sydney Roads Act Submission

Modernising the Roads Act in NSW



Committee  
for  
Sydney



# Introduction

The Committee for Sydney welcomes the opportunity to provide input into the review of the Roads Act 1993 and commends the government for kickstarting such important reform.

As a leading independent think tank advocating for a more liveable, connected and sustainable Sydney, we recognise the significance of roads and streets, not just as transport corridors, but as critical components of urban life.

This review presents an opportunity to modernise the Act to support 21st-century mobility needs, enhance public spaces, and contribute to the government's broader objectives, including increased housing supply, climate resilience and economic vibrancy.

The Committee's submission considers Transport for NSW's four key reform objectives, which we support:

1. More contemporary uses for roads and streets that are safe and responsive to community needs.
2. Faster local decision making with appropriate mitigations to manage network risk.
3. A streamlined and easy to use statute that keeps pace with change.
4. A more operationally effective statute.

## Who we are

The Committee for Sydney is an independent urban policy think tank. We are advocates for the whole of Sydney, focused on developing solutions to the most important problems we face. We are backed by 160 members representing key business, academic and civic organisations across Sydney.

We advocate for policy and investment outcomes that shape the future of Greater Sydney. We work across six distinct and connected program areas that include resilience, planning, mobility, economy, culture, and equity and fairness.

The review of the Roads Act intersects with all of our policy focus areas – it's critical not only for better mobility, but also the resilience, future economy, culture, housing and fairness and equity future of our city.

## Roads are much more than places for cars and vehicles

Roads are places for people to get around, and a key foundation of public life. In Greater Sydney, they make up more than 70% of our public space. As our city grows, these spaces will need to do more, serve more people, and deliver greater value to communities.

Our roads are where everyday life happens – they are:

- Places that move people – by foot, on bikes, on buses, trams, or in cars
- Places where people connect – through al fresco dining, street parties, or simply walking together
- Places that connect people to what matters – school drop-offs, grocery runs, family visits
- Places for trees and green infrastructure – cooling the city and supporting biodiversity
- Places to move goods – from freight to last-mile deliveries
- Places to be active – to run, walk or cycle for transport, sport or joy

- Places for local business — markets, outdoor dining and high-street vibrancy.

As we face the challenges of climate change, housing growth, congestion and social disconnection, our roads must evolve. That means shifting from a narrow, vehicle-focused view to one that reflects their full role as shared, multifunctional public assets.

This submission outlines a series of reforms to the Roads Act 1993 (NSW) to support that shift — to unlock safer, greener, more equitable streets that work better for everyone.

## Roads come in all shapes, sizes and speeds

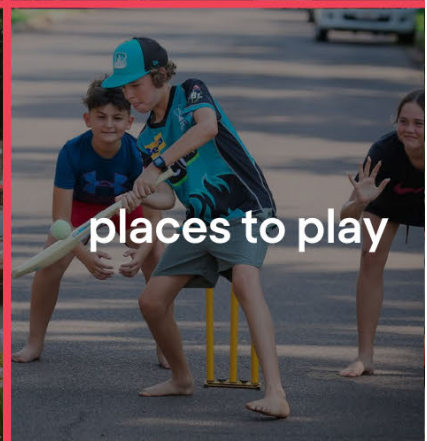
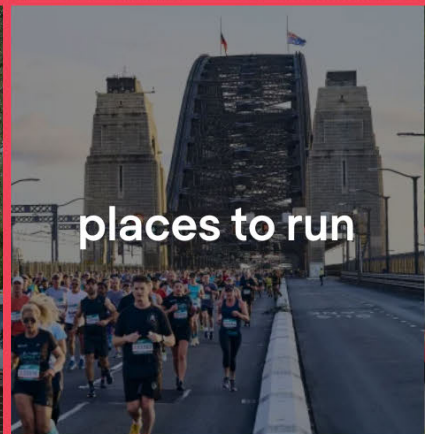
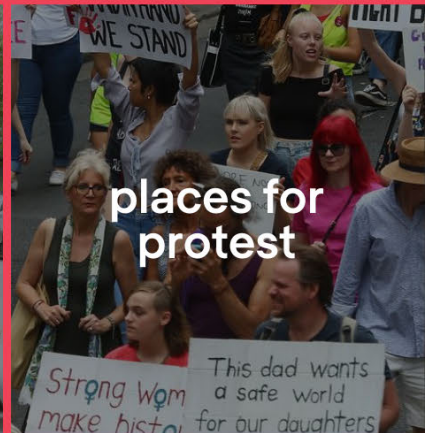
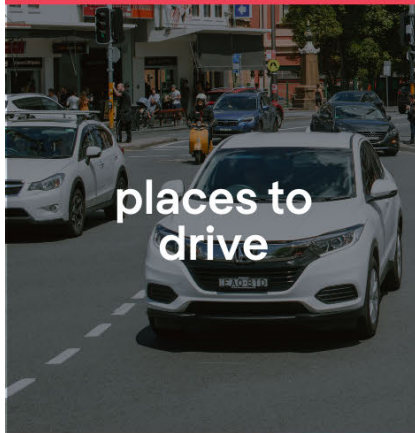
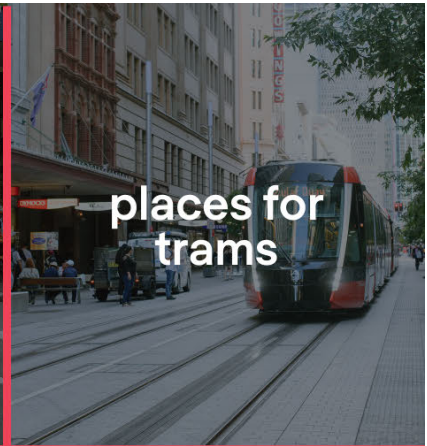
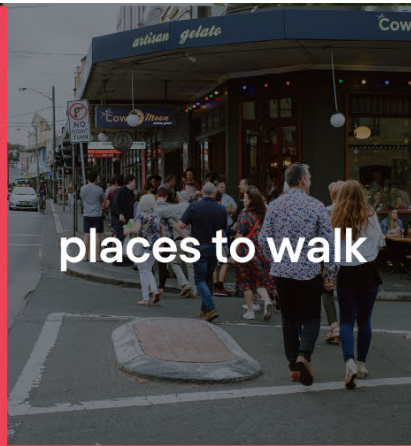
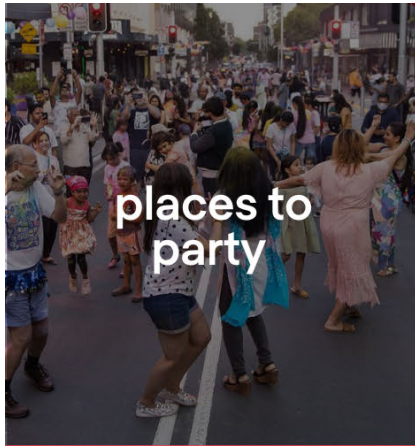
In preparing our submission, we want to make it clear that this Act governs a very large number of different types of road assets – from regional freeways to the neighbourhood streets of highly urbanised areas. Our recommendations focus primarily on the typologies of roads and streets that exist in Metropolitan Sydney, and other urban areas across NSW. We recognise that not every one of our recommendations would be suitable for every road and street in the state.

Currently the Roads Act does not have the nuance or breadth of categories to capture the different roads and streets that exist in NSW. This has always been true, but has become increasingly an issue as changing habits (e.g. work from home), travel modes (e.g. e-mobility) and uses of public space (e.g. street festivals) increasingly are not considered in the Act.

This leads to overly blunt definitions of roads as 'local' or 'state' (main) roads, when the reality is within these categories there exist many different types of roads and streets that serve vastly different purposes. Old Canterbury Road in Hurlstone Park and the Mitchell Highway outside Dubbo are both State Roads – but the relative merits of enabling street closures for festivals versus maximising safe, fast travel differ dramatically.

Flexibility in the Act, and guidance for practitioners on defining the 'movement' and 'place' categorisation of each road and street are required in order to deliver a system that works best for all people in different contexts.





# Key recommendations

Our full recommendations are provided in Appendix 1. The rationale and intent behind them are outlined below, structured around five key reform themes:

## 1. Supporting a cultural shift towards people-centred roads and streets

For roads in urban areas, we know that building more lanes is not always a long-term solution — it often leads to more congestion, not less. A better approach is to make our existing road space work harder by enabling more people to shift to efficient modes of transport like walking, cycling and public transport. This frees up space for people who need to drive.

The figure below, featured in Transport for NSW's future transport strategy, illustrates this clearly: a multi-modal street, where road space is shared across transport modes, can move almost twice as many people per hour compared to a car-oriented street of the same width. A multi-modal street can also make space for other uses that support business activity, like wider footpaths for shoppers, places for trees to cool the city or places to park or dine al fresco.

The Roads Act has not kept up with this change in approach, and the increasing densification of Sydney and urban areas across NSW. This highlights the urgent need to modernise the Roads Act to reflect contemporary transport planning principles. We need a legislative framework that supports mode shift, prioritises efficiency, and helps us design streets that move people, as well as vehicles.



Figure 1: Prioritising road space for more efficient vehicles gets the most from existing assets.  
Source: Future Transport Strategy

The current Roads Act is, understandably, highly utilitarian and operational in nature. While it's important to retain these core functional elements, there is a clear opportunity to introduce new sections that broaden the legislative understanding of what roads and streets can be.

These additions would support a cultural shift — particularly among public and private sector traffic engineers — by reframing the challenge. Building on the existing work underway within Transport for NSW on our Movement and Place framework, the Act can encourage a more place-based approach, recognising that roads serve different purposes in different contexts, rather than focusing solely on moving vehicles from 'point a' to 'point b' as fast as possible. This shift would empower professionals to design and manage roads that better balance movement with safety, amenity, economic and environmental benefits, as well as the needs of local communities.

Recommendations to achieve the above intent include:



- Rename the Roads Act to better reflect its contemporary and future purpose — suggestions include *The Movement and Place Act*, or *The Roads and Streets Act*. Renaming the Act can help break with outdated associations that roads are solely for traffic and vehicle flow. A new name would better reflect the NSW Government's broader vision for roads as civic, social and economic spaces, while also better encompassing streets that have a larger 'place' function.
- Restructure the Act to elevate the purpose of roads to maximise social, economic and environmental benefits for communities in addition to definitions and technical classifications, ensuring the legislation reflects what roads mean in a 21st-century context — including their value as shared public space and their role in everyday community life.
- Embed the Movement and Place Framework and Road User Space Allocation Policy into the objects and intent of the Act, to ensure planning and decision-making is contextual and supports more space-efficient, sustainable and socially valuable uses of the road corridor.
- Develop a revised road classification system that recognises and distinguishes between different street contexts. Sub-classifications beyond the current binary of local or state roads can be developed; for example, high-density, or highly-urban local streets, suburban main roads, local residential streets, or regional freight routes — enabling context-specific regulation and design.
- Require that business cases and project assessments under the Act consider not only movement and access, but also public realm, amenity, safety and active transport outcomes (potentially more appropriate for the Transport Administration Act).

## 2. Rebalancing the Roads Act to better service active transport

The current Roads Act primarily frames roads as corridors for motor vehicles, rather than as multi-modal spaces. In Greater Sydney, more than 64% of trips under two kilometres are made by car — yet, as we noted in our 2021 report *Making Sydney a Cycling City*, 70% of people would cycle at least once a week if safe infrastructure was available. With fewer than 1% of trips currently made by bike, the opportunity to shift short, congestion-causing car trips to walking or cycling is clear. Investing in walking and cycling infrastructure would not only ease pressure on the road network, but also support safer, more vibrant, people-friendly streets.

Walking is already the most common mode of transport in Greater Sydney, in some places like that City of Sydney, it even for 17% of commute trips. This highlights the role of walkable environments in supporting vibrant, accessible communities — particularly in dense, mixed-use areas.

Similarly, there is strong public interest in cycling, with research showing two-thirds of people would like to cycle more. However, safety remains a significant barrier. Many cite unsafe roads, a lack of dedicated bike lanes, and low confidence as reasons for not riding. This suggests that with the right infrastructure and street environments, many more people would be willing to travel by bike for short everyday trips.

Reframing the way we think about roads to include a stronger focus on active transport aligns with contemporary transport and urban planning priorities. It also reflects a broader shift in community expectations — where streets are places for people as well as for movement, and where access, safety and sustainability are core outcomes of a well-functioning road network.

Recommendations to achieve the above intent include:

- Insert a new object into the Act that positions walking, cycling and public transport as essential components of an efficient, equitable and sustainable transport system.

- Explicitly reference walking, cycling and public transport as core, legitimate and desirable uses of the road network, alongside motorised transport and freight.
- Require active transport outcomes to be considered in the planning, assessment, funding and classification of roads under the Act.
- Require all road projects to include active transport upgrades as part of the project, that cannot be descoped (as has been the case at St Peters Junction and Mount Ousley).
- Mandate that all major road projects include an assessment of active transport benefits — including mode shift, safety improvements, and reduced congestion — as part of the business case or planning process (potentially more appropriate for Transport Administration Act).
- Enable a more streamlined process for the reallocation of road space to support active transport infrastructure, including the conversion of general traffic lanes or on-street parking to walking and cycling uses where appropriate.
- Clarify that walking and cycling infrastructure, including shared paths, separated cycleways and end-of-trip facilities, can be delivered and maintained under the Act on both local and state-managed roads.
- Explicitly recognise micro-mobility modes — such as e-bikes and e-scooters — within the legislative scope of the Act, and ensure that planning powers can accommodate their integration into shared and low-speed environments.

### 3. Embedding mode shift, climate change and decarbonisation goals

The road network plays a critical role in helping NSW meet its net zero commitments. Transport is the fastest-growing source of emissions in the state, with road transport accounting for around 85% of all transport emissions nationally — the vast majority of which come from private cars. While electric vehicles are an important part of the solution, the most effective way to cut emissions and congestion is by shifting more trips to walking, cycling and public transport.

Embedding mode shift objectives into the Roads Act and/or Transport Administration Act (TA Act) would support a more sustainable, efficient use of the network and help reduce car dependency over time. This aligns with the government's broader goals around climate action, liveability and public health.

To support this transition, the Act should encourage a more holistic approach to transport emissions. This includes not only tailpipe emissions from vehicles, but also embedded and lifecycle emissions from road construction, materials and long-term maintenance. Requiring these impacts to be assessed in business cases will lead to more transparent, climate-informed infrastructure decisions.

Finally, the road network is essential for climate adaptation and disaster response. Roads are often the first line of access during floods, fires or other emergencies — and in some cases, the only connection to communities. A future-focused Roads Act should support climate-resilient planning and recognise the importance of identifying and maintaining critical connections in the face of increasing climate risk.

Recommendations to achieve the above intent include:

- Embed a new object in the Roads Act and/or TA Act that commits to supporting mode shift from private vehicle use, in line with climate action, liveability and health goals.
- Require whole-of-life emissions assessments for major road projects, including operational emissions (e.g. tailpipe pollution), embedded emissions (e.g. materials and construction), and long-term maintenance impacts (potentially more appropriate for the TA Act).

- Include provisions requiring the identification and protection of climate-critical roads — particularly those that serve as evacuation or emergency access routes during fires, floods or other extreme weather events.
- Enable the application of resilience design standards for new and upgraded roads, especially in climate-vulnerable locations (e.g. areas prone to flooding, heat or bushfires). This would be linked to a new type of 'climate critical' road classification.
- Ensure consistency in legislative objectives across the Roads Act, TA Act and related frameworks (e.g. planning legislation), to embed a shared commitment to mode shift, decarbonisation and climate resilience.

#### 4. Integrating road freight efficiency without compromising safety and liveability

Freight plays a crucial role in Sydney's economy, but its integration within the road network must balance efficiency with community safety and sustainability. Heavy vehicle movements often conflict with active transport users, particularly in high-density urban areas.

We recommend the following to better address freight needs:

- Introduce a new object of the Act to ensure road use and management supports the safe, efficient and sustainable movement of goods, while protecting user safety and community livability. This sets clear intent to balance freight efficiency with broader social and environmental outcomes.
- Create 'Freight Priority Corridors' by introducing a new division allowing the Minister to designate strategic freight corridors, considering land use, freight volumes and safety. Roads authorities (including councils and Transport for NSW) would also be empowered to establish delivery zones for last-mile logistics, including kerbside loading, cargo bikes and micro-distribution hubs. This clarifies responsibilities and supports low-impact, place-sensitive freight solutions in dense urban areas.
- Amend Section 138 to require roads authorities to balance freight access with safety and amenity, optimise kerbside and verge use, and support trials of innovative logistics solutions such as micro-hubs and cargo bikes. This recognises the kerbside as shared space with diverse demands.

#### 5. Support safer, faster and more flexible local street transformations

Local councils are responsible for managing over 85% of NSW's road network, including the streets where most people walk, cycle and access public transport. Yet under the current Roads Act 1993 (NSW), councils often face outdated processes, centralised approvals, and a regulatory focus on vehicle movement rather than place-based outcomes. This can delay low-cost, low-risk improvements that would otherwise enhance safety, access and local amenity.

For example, measures like safer crossings, lower speed limits on local streets, tree planting or temporary street activations typically require approval through Local Traffic Committees or Transport for NSW — even when they deliver clear public benefits. These delays can prevent councils from responding quickly to community needs, trialling safety improvements, or supporting local economic recovery through street activations and outdoor dining.

Recommendations to achieve the above intent include:

- Make permanent the current delegation that allows councils to bypass Local Traffic Committees for walking, cycling, parking, safety and public amenity measures.
- Rename Local Traffic Committees to Local Transport Committees, with a broader remit that includes multimodal access, safety and place-making, not just vehicle movement.



- Allow councils to independently lower speed limits to 30km/h on appropriate local streets – including high streets, school zones and residential areas, without requiring ministerial or Transport for NSW approval, where aligned with movement and place objectives. Potentially introduce as a two-year trial and assess if there are any negative impacts.
- Update outdated road clearance standards that limit tree planting and landscaping in street corridors, where safety and access are not compromised.
- Strengthen council authority to deliver local street transformations such as pedestrian-only zones, separated bike lanes, and traffic-calming infrastructure – with fewer procedural hurdles where community benefit is clear.
- Create an easier process under the Act for councils to assess and permit temporary or ongoing street closures for commercial activities, such as outdoor dining, markets or events. The Act should better reflect the diversity of roads across NSW – recognising that a local road in a high-density urban precinct functions very differently from a rural road in western NSW. The Movement and Place Framework provides a clear basis for enabling more flexible, context-sensitive regulation.

## Conclusion

The Roads Act is a foundational piece of legislation – but it no longer reflects the complexity, diversity or contemporary use of streets across our state. The way we design, fund, regulate and manage roads has a direct impact on how we live: how we move, connect, stay safe, access work and services, and build resilient, healthy communities.

This submission proposes a series of targeted legislative amendments to modernise the Roads Act in line with current transport, environmental, economic and social policy priorities. These changes are not about increasing complexity – but about aligning the Act with the tools, expectations and planning frameworks we already use, such as the Movement and Place Framework, Net Zero Plan, and Future Transport Strategy.

For a detailed breakdown of our full recommendations, please refer to Appendix 1. For recommended road rule changes, please refer to Appendix 2.

These reforms will support NSW to deliver a transport network that is safer, fairer, healthier, and more sustainable. Updating the Roads Act is a practical but powerful step toward ensuring our road legislation supports the future of our cities, towns and communities – not the past.

We welcome the opportunity to collaborate further on these reforms.

If you have any questions do not hesitate to contact Estelle Grech, Policy Manager at the Committee for Sydney via [estelle@sydney.org.au](mailto:estelle@sydney.org.au).

Kind regards,



Eamon Waterford  
CEO  
The Committee for Sydney

# Appendix 1:

## Detailed recommendations for the Road Act review

Reform area	Proposed change to the Roads Act	Intended outcome	
1. Supporting a cultural shift towards people-centred roads streets			
1	Rename the Roads Act	Amend the title of the Act to better reflect its multi-functional, contemporary role (e.g. Movement and Place Act or Roads and Streets Act).	Supports cultural change and encourages a more balanced view of roads as both transport links and public spaces.
2	Reorder and modernise the structure of the Act to reflect contemporary road use	Insert new parts into the Act – such as: Part x: Role of roads and streets  And move existing operational and technical provisions into a new Part x: Operational provisions  Ensure the early parts of the Act clearly establishes the multi-modal role that roads play.	Makes the Act more user-friendly and ensures legal clarity around modern expectations of road use and design.
3	Embed the principles of the Movement and Place Framework and Road User Allocation policy into the objects of the Act	Insert explicit references to: • The NSW Movement and Place Framework and Road User Space Allocation Policy, as foundational principles guiding road decisions. This means referencing the need to consider the hierarchy of road user needs – with pedestrians first and private vehicles last, as well as the different regulatory needs of ‘movement’ roads vs ‘place’ roads.	Ensures consistent application of policy and encourages more integrated planning between state and local government. Both policies are fantastic in intent, but have been frequently ignored by bureaucrats in decision making and projects.
4	Develop a Revised Road Classification System	Amend classification provisions to: • Introduce sub-categories of roads (e.g. local high street, regional freight corridor, suburban distributor) based on context and use • Link classification to design guidance, regulation and funding.	Supports a more nuanced, context-aware approach to road planning and regulation. Local streets/roads in country NSW are very different to local streets in inner-city or suburban contexts. There is also an opportunity to better highlight roads that are critical to maintain for natural disaster adaptation and resilience purposes.
5	Expand Project Assessment Criteria	Introduce project evaluation clauses to require consideration of: • Active transport, safety, access, amenity and public realm impacts – not just vehicle flow or travel time – as part of business case and road planning assessments.	Encourages well-rounded, transparent infrastructure investment decisions aligned with broader community outcomes.
2. Rebalancing the roads act to better service active transport			

	Reform area	Proposed change to the Roads Act	Intended outcome
6	Introduce an object of the Act to consider the role of Active Transport	Insert a new object into Section 3 – Objects of the Act: • To support a safe, accessible, sustainable, and integrated transport system by enabling and prioritising walking, cycling and public transport alongside private vehicles and freight.	Provides a clear legislative foundation for active transport and reframes the Act to support modern, people-centred transport planning.
7	Define Active Transport and its use	Amend relevant definitions and usage provisions throughout the Act to: • Explicitly identify walking, cycling, and public transport as primary uses of roads, not secondary or optional functions.	Corrects current biases in interpretation and empowers road authorities to prioritise safer, more inclusive transport options in infrastructure and planning.
8	Require active transport outcomes in road planning and projects	Insert a clause requiring road authorities to: • Assess and integrate walking and cycling outcomes in road planning, reclassification, upgrade and design processes, with reference to state and local strategies.	Ensures road upgrades consistently contribute to safe, connected active transport networks.
9	Protect active transport infrastructure from being descoped	Insert a provision prohibiting the removal or downgrading of active transport components in road projects once committed through planning or funding approval, except where justified and through a public-interest test.	Addresses previous project failures where bike and pedestrian infrastructure was removed late in delivery to save costs.
10	Mandate business case assessment of active transport	Amend project planning provisions (potentially in the TA Act) to: • Require quantification of mode shift, safety benefits, congestion relief and health impacts of active transport as part of all major road business cases.	Ensures transport investment decisions reflect the true value of walking and cycling infrastructure.
11	Streamline reallocation of road space	Insert a new section authorising councils and Transport for NSW to: • Reallocate traffic or parking lanes for walking and cycling infrastructure where it supports strategic transport or place objectives, and does not reduce essential freight or public transport operations.	Provides a clear statutory basis for repurposing road space to more efficient, low-impact uses, particularly in urban settings.
12	Enable delivery and maintenance of active transport infrastructure	Amend relevant provisions to clarify that: • Roads authorities are authorised to plan, construct, maintain and upgrade walking and cycling infrastructure as part of the public road network.	Removes ambiguity and ensures active transport projects are treated with the same status and funding eligibility as vehicle infrastructure.



Reform area		Proposed change to the Roads Act	Intended outcome
13	Recognise e-mobility	Amend definitions to include: • E-mobility devices (e.g. e-bikes, e-scooters) as recognised transport modes for regulatory and planning purposes	Modernises the Act to account for growth in low-speed mobility and supports safe integration into street design and road rules.
<b>3. Embedding mode shift, climate change, and decarbonisation goals</b>			
14	Embed mode shift objectives	Add a new object to Section 3 – Objects of the Act: (x) to support the transition to a more sustainable, accessible, and low-emissions transport system by enabling and prioritising walking, cycling, and public transport.	Establishes clear policy intent to reduce car dependency, support healthier modes of transport, and align the road network with broader climate, health, and equity goals.
15	Mandate whole-of-life emissions accounting	Insert a new section in Part 5 or 6 – Road Work/Project Approvals requiring: • All major road projects to assess: – Embedded emissions (materials, construction, maintenance) – Operational (tailpipe) emissions – Lower-carbon alternatives	Ensures infrastructure decisions reflect the full carbon cost and are consistent with net zero goals. Reduces the risk of locking in high-emissions infrastructure
16	Promote climate resilience	Insert a new section in Part 3 or 5 requiring: • Identification and protection of climate-critical roads (e.g. access routes during fires/floods) • Integration of climate risk into design and upgrades • Adoption of resilience standards	Builds legal foundation for climate adaptation of the road network. Protects communities by maintaining critical access during disasters and improving long-term asset durability.
17	Align transport legislation	Legislative alignment across the <i>Roads Act</i> , <i>Transport Administration Act</i> , and related legislation: Embed shared objectives for: mode shift, net zero targets, climate resilience	Prevents policy fragmentation and ensures consistency across transport agencies and government priorities. Strengthens cross-agency coordination and delivery.
<b>4. Integrating road freight efficiency without compromising safety and liveability</b>			
18	Strategic freight corridors	Insert Section X.1 – Designation of Freight Priority Corridors under new Division X – Freight Movement Management:  (1) Minister may designate any road/part of a road as a <i>Freight Priority Corridor</i> , having regard to: – Strategic freight importance – Freight volumes – Road user safety – Compatibility with land use	Creates a transparent, consultative process to designate freight corridors that balance goods movement with local land use, safety, and amenity concerns. Empowers government to focus freight on appropriate corridors.

Reform area		Proposed change to the Roads Act	Intended outcome
19	Kerbside management	Amend Section 138 – Works and Structures: Add subsection (6): Roads authorities must have regard to: - Balancing freight access with safety and amenity of active transport users - Efficient use of kerbside/verge space - Opportunities to trial innovative logistics (e.g. cargo bikes, hubs)	Recognises the contested nature of kerbside and verge space. Supports dynamic, multi-functional uses including freight, walking, dining, and green infrastructure. Encourages pilot programs and innovation in logistics.
<b>5. Support safer, faster and flexible local street transformations</b>			
20	Make council delegations for street improvements permanent	Add a new clause under Section 115 – Delegation of Functions or a new section under Part 3: • Authorise councils to carry out low-risk walking, cycling, safety, amenity, and parking measures without local traffic committee or Transport for NSW approval, where consistent with adopted strategies or plans.	Empowers councils to deliver public benefit upgrades more efficiently by removing unnecessary approval barriers.
21	2. Rename and expand the role of local traffic committees	Amend the Act and Regulations to: • Rename Local Traffic Committees to Local Transport Committees • Expand their remit to include multimodal access, safety, placemaking, and public transport considerations.	Modernises committee focus and supports more integrated, context-sensitive decision-making beyond vehicle traffic.
22	Allow councils to lower speed limits where appropriate	Insert a new section in Part 3 or a new Part: • Permit councils to lower speed limits on local roads • Require consistency with the Movement and Place Framework • Include a two-year trial provision to monitor outcomes.	Enables evidence-based speed reduction on appropriate local streets without needing state-level sign-off.
23	Strengthen council authority for street reallocation	Insert a new section in Part 5 or a new Part: • Allow councils to implement pedestrianisation, separated cycleways, traffic-calming or reallocation of road space where supported by local plans or consultation • Enable streamlined approvals for pilot approaches or temporary measures for faster delivery.	Enables councils to respond more flexibly to local safety, mobility and public space needs.
24	Simplify commercial and community street closures	Amend Section 116 – Closing of public road: • Allow councils to approve temporary or permanent closures of local roads for outdoor dining, markets or other activations without Ministerial approval • Apply to local roads and be guided by the Movement and Place Framework.	Supports more flexible, locally-led use of road space for economic, social and cultural benefit.

## Appendix 2:

### Specific road rule recommendations

Below are detailed recommendations for updating the NSW Road Rules to improve the safety and consideration of people riding bikes or e-mobility devices. This analysis was completed as part of the Committee for Sydney's submission to the e-mobility inquiry, and were recommended by the Parliamentary Committee to be adopted.

Road Rule Number	What to append or remove	Why
64, 65, 72, 73, 74, 75, 80, 81	Change road rules relating to give way to append "any pedestrian" with "or any rider of a bicycle or a personal mobility device".	Essential for the safety of riders.
129	Change road rule relating to keeping to the far left side of the road, to append "(2) this rules does not apply to the rider of a motor bike" with "or bicycle or personal mobility device".	Essential for the safety of riders.
111	Change road rule relating to entering a multi-lane roundabout, by adding an exemption to subsections (2)(b), (3) and (5).	Essential for the safety of riders.
148	Change road rule relating to 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.	Essential for the safety of riders.
250-1	Remove road rule "Minister can Gazette footpaths where cycling by children under 12 is prohibited".	Essential for the safety of children. It would be unsafe to force children under 12 (such as 10 years old, or under) to cycle on the road. TfNSW says children under 10 are not allowed to cross the road without holding an adult's hand. Rule 252 already covers "No bicycles" signs which have the same effect.
141	Change road rule relating to passing on the left. Add new section (2)(A) "(3) A driver must not overtake a bicycle and turn left without five seconds of using the left indicator after making the pass". This is consistent with road rule 46 which says that a driver must give a change of direction signal for long enough to give sufficient warning to other drivers and pedestrians and in 46(3) specifies 5 seconds.	Essential for safety. So a driver about to turn left cannot pass a bicycle rider and immediately pull left.
247	Remove road rule relating to riding in a bicycle lane.	To improve the safety of riders. The rule is impracticable and dangerous, and misunderstood and misapplied even by police (they regularly apply it on a bicycle path, where it doesn't apply). It encourages riding in the door



Road Rule Number	What to append or remove	Why
		zone, the most dangerous part of the road.
48	Change road rule relating to giving a right change of direction signal. Append "(5) this rule does not apply to (a) the driver of a tram..., or (b) the rider of a bicycle making a hook turn" with "or (c) the rider of a bicycle if the road conditions make it unsafe to indicate".	To improve the safety of riders. A steep downhill grade and/or uneven surface can make it unsafe to take a hand off the handlebars and off the brake.
166	Change road rule relating to application of [Parking] Part to bicycles to append "This Part does not apply to a bicycle that is parked at a bicycle rail or in a bicycle rack" with "or designated bike parking area."	To facilitate on street bike share parking.
33 (3) (b)	Change road rule relating to making a right turn to append "turns into the left of the centre of the road the driver is entering, unless the driver is entering a one-way road" with "or unless the rider of a bicycle can safely make the turn into a bicycle path or shared path".	To fix untenable anomaly. Currently you can only legally turn into a road, to the left of the centreline. But a rider may be turning into a nearside (right of centreline) bicycle path or shared path. Currently illegal to, for example, travel south on Kent Street cycleway and turn right into King Street cycleway, which is the design intent. Or south on Belmont Street into Huntley Street cycleway.
254	Change road rule relating to being towed to reflect the actual intent of the rule, by specifying "motor" vehicle: "(1) A person must not ride on a bicycle that is being towed by <del>another</del> a motor vehicle" and (2) "The rider of a bicycle must not hold onto a motor vehicle...".	To fix untenable anomaly. This is so that it is not illegal for a parent to tow/push their child on a bike or scooter.
All road rules in Part 15	Append all road rules "for bicycles" with "and personal mobility devices".	To fix anomaly. To include all personal mobility device options.
248(2)	Change road rule to allow bicycle riders to cross a signalised crossing using the green pedestrian light if there are no bicycle crossing lights.	To save TfNSW money and time on the rollout of the bike network across Greater Sydney, especially for shared paths in areas of low walking and cycling.
256	Change road rule so that bicycle helmets for adults are only compulsory on roads where the speed limit is 40km/h or more, so that helmets are optional for adults on bike paths, shared paths and low speed roads. On a 2-year trial basis with a sunset clause.	To reduce friction for cycling trips and build a healthier population. Cycling UK found that: Those who cycle regularly enjoy life expectancy two years above the average The Government endorsed estimates that health benefits outweigh the risks of cycling on roads by a factor of 20:1 Given the 20:1 ratio, telling people to wear helmets would result in a net increase in early deaths (due to physical inactivity etc.) if more than one person were deterred from cycling

Road Rule Number	What to append or remove	Why
		for every 20 who continue, even if helmets were 100% effective at preventing ALL cycling injuries (i.e. not just head only injuries) <sup>11</sup> .
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<sup>11</sup> [https://www.cyclinguk.org/sites/default/files/document/2020/01/helmets-evidence\\_cuk\\_brf\\_0.pdf](https://www.cyclinguk.org/sites/default/files/document/2020/01/helmets-evidence_cuk_brf_0.pdf)

<sup>22</sup> [https://www.cyclinguk.org/sites/default/files/document/2020/01/helmets-evidence\\_cuk\\_brf\\_0.pdf](https://www.cyclinguk.org/sites/default/files/document/2020/01/helmets-evidence_cuk_brf_0.pdf)