



28 March 2025

Roads Act Review
Transport for NSW

Via email: roadsactfeedback@transport.nsw.gov.au

To the Roads Act Review Team,

Submission to the Roads Act 1993 Review

Thank you for the opportunity to provide feedback on the *Roads Act 1993* Issues Paper.

The NRMA is supportive in principle of reviewing the Act, which should lead to simplification of the planning, management and delivery of roads across NSW.

Road Safety

An objective of the review must be to improve road safety outcomes. The NRMA supports the Safe Systems approach to reducing road trauma, and believes it must be incorporated into the Act. In addition, a road safety lens must be applied to any proposed reform areas of the Act.

The NRMA does not support arbitrary changes to speed limits or speed zones on roads. Any provisions relating to speed limit settings must be underpinned by a clear, evidence-based framework. The Act should ensure decisions are informed by detailed assessments of road performance, including crash history, traffic volumes, engineering design, safety ratings, and congestion.

Road Users

The Act must commit to serving the full spectrum of road users—drivers, riders, cyclists, pedestrians, public transport passengers, heavy/freight operators, and users of emerging micro mobility devices—through an integrated, inclusive, and human-centred approach.

In regard to micro mobility devices, the Act must *proactively* address the rise of micro mobility—e-bikes, e-scooters, and other personal mobility devices—rather than reacting only after issues emerge. These modes are rapidly changing travel behaviour and demand new thinking on safety, space allocation, infrastructure design and regulation.

Noting the government's targets to reduce mode share of private passenger vehicle trips within built-up areas, it is reasonable to submit that many people will continue to heavily rely on their personal car to carry out everyday activities and access services. There are many instances where public transport or other modes are not feasible, such as when shopping, ferrying children to and from school and extra-curricular activities, attending medical appointments and travelling to unfamiliar locations.

Driving a car is also the last mode that many older people can independently and safely use to access a range of services. With a rapidly ageing population, it is critical that the review takes this into consideration.

Therefore, it is paramount that motorists and their needs are placed at the centre of the review.



Road Classification System

The current classification system is overly complex and inconsistent, particularly across local government boundaries. The NRMA supports simplifying the road classification framework by:

- Applying consistent classification and design standards state-wide, including across regional NSW.
- Harmonising classifications of roads wherever possible as they traverse local government area boundaries.
- Removing duplication and ambiguity around responsibility for State and Regional roads.

Operational Improvements

Key reforms:

- Data and evidence should be used to inform decision making, with information made publicly available.
- Long-term, place-based planning rather than reactive decision-making, particularly in the face of climate change, urban intensification, and shifting demographic needs.
- Standardised, user-friendly processes for permits relating to public works, events, and infrastructure installations.
- A modern penalty and enforcement system with adequate disciplinary aids to create a strong deterrent effect against poor behaviour.
- Emergency clauses that enable the rapid response to bushfires, floods, and other disasters.
- Enhanced collaboration between government agencies, local councils and industry stakeholders to better align network planning, delivery and maintenance responsibilities—streamlining processes and reducing fragmentation across jurisdictions.

Act updates:

- Define clear and distinct objectives for roads and streets, recognising their dual role in movement and place-making.
- Embed desired outcomes related to safety, sustainability, equity and public health.
- Enable flexible, locally-driven use of road corridors for civic, economic and cultural activity (e.g. street markets, outdoor dining, festivals, etc.).
- Improve collaboration between governments to streamline the delivery or improvement of walking, cycling, kerbside and public transport infrastructure and street space.

Future-Proofing the Act

To ensure the Act remains adaptable and relevant over time, it should support innovation through enabling local trials of automated vehicles and related technologies, including connected infrastructure and dynamic traffic management systems, under temporary or conditional provisions that facilitate testing while managing safety and network integrity.

The NRMA appreciates the opportunity to contribute to this review and is committed to supporting the process over the coming months.

Should you require any further information, please contact Mr Wal Setkiewicz, Principal Advisor Infrastructure and Economics, on 0439 133 395 or at Wal.Setkiewicz@mynrma.com.au.

Yours faithfully,



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