



**PEOPLE WITH DISABILITY
AUSTRALIA**

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31st October, 2025

Ms Susan Shaw

Strategic Policy Lead, Roads

Transport for NSW

roadsactfeedback@transport.nsw.gov.au

Dear Susan,

Re: Review of the Roads Act 1993

Thank you for the opportunity to respond to the [review by Transport for NSW of the Roads Act of 1993](#). Following the recruitment of People with Disability Australia (PWDA) to the Peer Review Advisory Group (PRAG), we have recommended reform that would improve the safety and accessibility of roads, streets and related environments for people with disability.

The reforms that have been proposed focus on how local and state government could work, but they do not address the concerns, disabling barriers, or safety risks posed to people with disability by the current operation of the NSW Roads Act of 1993 (the Act). These include, but are not limited to: accessible footpaths, safe and signalised crossings, ensuring public transport stops and pathways to them are fully accessible, prioritising planning and enforcement of rules to protect equal, safe access, ensuring all features introduced into the road-related environment do not disable or exclude people.

Model 1, 2 & 3

Unfortunately the PRAG and wider group meetings, [options paper](#) and [submission guide](#) are not focussed on how Model 1, 2 or 3 would achieve a better outcome for people with disability. In the [options paper](#) ‘funding arrangements between and within different levels of government.. [and] the way roads are maintained...’ are identified as out of scope. People with disability who advocate for access to be maintained during repairs and construction, or

for a remedy to be provided for inaccessibility, have their requests ignored by Councils or Transport for NSW, or receive excuses that there is no budget available. PWDA has then been contacted to assist with advocacy on these matters, and has received the same response. This occurs in spite of obligations under the **Disability Discrimination Act 1992** and **Disability Standards for Accessible Public Transport**.

Model 1 offers to codify current discriminatory practice. Model 2 is a plan led framework, but with no requirement for those plans to prioritise accessibility and equity, and no consequences for failing to do so. Model 3 may offer institutional change, but there is no requirement for those institutions to prioritise accessibility and equity either.

Compliance and penalties

None of the proposed models creates an increased obligation to deliver more accessible or safer roads and streets for people with disability. A compliance framework with suitable penalties could incentivise planning and building of accessible road infrastructure, and the avoidance of works that exclude people from accessing roads and streets. However, no such framework has been proposed in either of the 3 models. This means people with disability are still left to take matters to court to improve inclusion and accessibility, which has proven expensive, onerous and unsuccessful under the current Act.

The role of roads and streets

Many people with disability, together with all children and many elders, do not drive private motor vehicles. This means roads and streets are more likely to be used in their capacity as pedestrians or public transport users. Exclusionary features such as the absence or destruction of footpaths, curb ramps, tactile, edge-lines, and signalised crossings can make it impossible for people with disability to use roads and streets safely. None of the proposed changes sets accessibility standards, nor creates a duty to avoid introducing features into the road related environment that exclude safe use by people with disability.

For people with disability changing the model for how local state governments work to regulate and manage roads and streets under either of the proposed models, does not offer any particular benefit. None of the models require road managers to consult with people with disability, build or regulate for their needs. There is also no requirement for measurement against safety or accessibility standards, such as the Austroads Guides, that could then inform which features need changing.

PWDA believes that in the current format, the proposed changes have missed the opportunity to encode a requirement of improved accessibility and equity into the reform of the NSW Roads Act. We call for this to be embedded in any final version of reform to the Act.

If you need any further information, please do not hesitate to contact my Senior Policy Officer Bastien Wallace at bastienw@pwd.org.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Megan', with a stylized flourish extending from the end.

Megan Spindler-Smith
Deputy CEO
People with Disability Australia