



## The Y NSW Youth Parliament

# Pathways to Sustainability and Livability in NSW Youth Act 2026

**Bill Proposed By:** 2026 Transport & Planning Portfolio

**Lead Sponsor:** Dan Ingram, Youth Shadow Minister for Transport & Planning, Youth Member for Oxley

**Sponsors:** David Huang, Youth Leader of Opposition Business in the Upper House, Youth Member for Holsworthy  
Jonas Kappelmann, Youth Member for Pittwater  
Taylor Darr, Youth Opposition Whip in the Upper House, Youth Member for Miranda  
Tilak Patel, Youth Member for Badgerys Creek

**Lead Refuter:** Hypatia Alexander-Meylan, Youth Minister for Transport & Planning, Youth Member for Newcastle

**Refuters:** Eli Wood, Youth Member for Northern Tablelands  
Nicholas Tobin, Youth Member for Port Stephens  
Magda Gilchrist, Youth Member for Granville  
Soham Singh, Youth Member for Wyong

### Summary of Debate:

On Thursday the 16<sup>th</sup> of July 2026 the *Pathways to Sustainability and Livability in NSW Youth Bill 2026* was debated on the floor of the NSW Legislative Council; presided over by The Hon Greg Piper MP, Speaker, Member for Lake Macquarie.

### Results of the Vote:

The results of the vote on the passage of amendments were 23 Ayes, 13 Noes, 2 Abstentions. As such, the amendments were passed.

The results of the vote on the passage of the bill were 27 Ayes, 6 Noes, 3 Abstentions. As such, the bill was passed.

The *Pathways to Sustainability and Livability in NSW Youth Bill 2026* was passed in its amended form.

I certify that this Bill has been duly passed by the Y Youth Legislative Council of New South Wales, has received assent, and is now a Youth Act.

A stylized, handwritten signature in black ink, appearing to read 'JD', set against a light gray rectangular background.

*Jamison Dustin, 24th Youth Governor of the Y NSW Youth Parliament*

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## The Y NSW Youth Parliament

# Pathways to Sustainability and Livability in NSW Youth Act 2026

Act no. 02, 2026

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### **An Act to**

Promote sustainability and livability in transport and surrounding infrastructure across the state, encouraging high density housing, efficiency in design, safety, and consideration of the environment, and related purposes.

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I have examined this bill and find it to correspond in all respects with the bill as finally passed by the Youth Legislative Council.

A handwritten signature in black ink, consisting of a stylized 'A' followed by a series of loops and a long, sweeping stroke.

*Amelie Kemper-Massie, Youth Deputy Premier of the Y NSW Youth Parliament –  
Leader of the Government in the Legislative Council*

## Explanatory Note

### Summary

The Pathways to Sustainability and Liveability Bill seeks to transform the sustainability, livability and safety of NSW transport and urban infrastructure systems. It recognises how we move, build and ensign our communities, and affects both people and the environment. The bill sets out practical steps to reduce emissions, protect wildlife and native species, improve access to public transport and create and harbour greener and more livable neighbourhoods and communities. It helps to improve the safety for pedestrians and cyclists in and around roads as well as both public transport users and operators. Ultimately, this bill sets out an achievable and practical vision for a more sustainable, livable and safe New South Wales. It recognises that transport, housing and community design are connected. Ensuring that NSW moves towards clean energy, protects native wildlife, and builds infrastructure that respects the environment. It lays the foundation for a future powered by renewable energy and guided by ecological responsibility. Creating communities that are affordable, accessible, and connected. By combining environmental action, smart planning, and community safety, it creates a NSW where every person can move freely, live affordably, and feel secure in the place they call home.

### Overview of Provisions

**Part 1 – Preliminary** sets out the short title, commencement date, relationship to other acts, objects and key definitions relevant to the Bill.

**Part 2 – Sustainability** focuses on renewable energy transition, removing public transport fares to promote public transport usage, electrification of mechanisms of transport and protecting the environment. In essence, this bill will require all public transport in NSW to run on renewable energy by 2030, with government vehicles being powered electric by 2033, and most being replaced by 2030. To help establish private sector support, encouragement to switch to electric vehicles through rebates, tax discounts and trial programs in regional and rural NSW is outlined. To increase koala protections, roads that threaten koala habitats will be identified and outfitted with wildlife corridors by 2033, preventing extinction and keeping ecosystems connected. Establishing new green building codes will ensure that new housing and commercial developments use renewable energy, including solar panels, contain battery storage and have green spaces. Furthermore, urban greenery is a major focus of the sustainability division with councils receiving funding to solely increase tree canopy coverage, reducing hot and low shade areas. Collectively, this achieves cleaner air, lower carbon emission and healthier communities, while protecting native wildlife and making sure NSW reaches and stays in accordance with its renewable energy and climate action goals. With government agencies leading the transition, offering financial support to NSW businesses and residents, with developers following new sustainability standards, and councils will help deliver green spaces and koala corridors.

**Part 3 – Livability (Efficiency and Density)** focuses on efficiency and density with community design and increasing housing and transport access, making cities and towns more connected, efficient and fair. It firstly funds feasibility studies into future metro and transit expansions to improve access across Western Sydney and coastal suburbs in Sydney and create links between Sydney and Illawarra, and other growing regions. A major focus of this division is the location of housing near transport, through land within walking distance of train stations and bus interchanges, being rezoned for high-density, mixed-use housing. This means more homes close to jobs, schools and public transport. Green spaces remain key to every community, so this part outlines ways to increase the nature of public parks and green areas near schools and town centres to improve wellbeing and reduce heat. Similarly, if councils delay decisions on transit-orientated developments, approvals will automatically proceed to keep projects moving, with environmental and first nations considerations in place. Overall, this section aims to create more affordable, social public housing near transport, less urban sprawl and stronger and more interconnected regional communities. It supports

balanced growth and reduces car dependency. The bill reflects the need for more measures to improve livability, creating jobs, boosting accessibility and connectivity through density and efficiency.

**Part 4 – Safety (Cycleability and Walkability)** justifies and explores the importance of safety in cycling, walking and public transport, to help make NSW public transport systems and public spaces more secure, accessible, and enjoyable for everyone. It recognises that safety is about designing communities where people feel comfortable walking, cycling and using public transport. To prompt active transport, safer streets are created by providing funding for councils to build and upgrade footpaths, bike lanes and shared paths. Part of this funding is dedicated to the implementation of native trees and shrubs for shade and cooling, drinking fountains for cyclists and pedestrians and safer crossings and speed limit designs. By improving walking and cycling infrastructure, this Bill encourages people to choose active transport instead of driving, reducing car dependency, lowering emissions and keeping communities connected. There is a focus on designing streets that are not just for cars, but for people too. The bill dedicates more space, through limiting the number of car lanes, for increased greenery, footpaths and outdoor settings. Safety is crucial not just on the street, but at public transport stations too. Funding is provided to ensure that public transport services, primarily trains and metro, have adequate staffing to help passengers feel safe and supported, particularly late at night or in areas with low numbers of people. Similarly, investments are made into how safety is built into housing and public spaces. This includes requiring all new developments to have adequate lighting and visibility, safe pedestrian and cycling access, emergency service coverage and design features that prevent crime and promote community interaction.

## **Rationale**

### **Introduction**

Across New South Wales, transport and infrastructure investments fail to prioritise the experiences of public transport users, pedestrians, and cyclists. A systemic focus on car-based transport has led to the deterioration of other modes of transportation. Individuals are faced with unreliable buses and trains, inefficient long distances to stations or stops, unsafe footpaths, and an overall uncomfortable experience.

### **Sustainability**

Ultimately, when public transport, cycling and walking infrastructure are inadequate and not necessarily a better alternative option to car vehicle usage, car dependency is evident. Combined with the removal of the EV rebate and lack of community awareness around the environmental harms in domestic transportation, users are pushed to resort to petrol and diesel reliant transport. This contributes to climate change and environmental degradation. In regional and rural New South Wales, individuals and communities live with the harms of Public-Private Partnerships which causes detrimental harm to the environment, exacerbates climate change, decreases efficiency and creates extreme costs for the government and users. People must then resort to cars, contributing to pollution and climate change whilst forcing large household expenses, which in regional areas can cost up to 14,000 dollars each year (Active Transport Strategy, 2022). Although governments across Australia and NSW have begun to appreciate the importance of alternative modes of transport, steps must still be taken to ensure that everyone has access to fast, convenient, reliable, safe and sustainable non-car transport options. They must also consider communities which rely on cars and private vehicles, ensuring they can access incentivisation and support to transition from fossil-fuel reliant infrastructure to green, renewable energy technology through electrification.

A major focus in urban planning is the lowering of the high level of environment impact that is caused by infrastructure initiatives. Infrastructure is responsible for 79% of global greenhouse gas emissions. These emissions come from various aspects of the infrastructure life cycle, from materials, transportation, workers and equipment. Solving this issue requires a holistic and systematic approach (UNEP, 2021). The lack of sustainable housing and planning in metropolitan Sydney, other city hubs and ever-growing regional areas is leading to failures in sustainability, as profits are prioritised over climate and environmental effects.

### **Livability and Efficiency**

New South Wales is experiencing a deepening livability crisis, driven by decades of urban sprawl, inadequate infrastructure investment, and planning frameworks that have prioritised developer profit over the long-term wellbeing of residents. Urban builds lack proper planning when it comes to communal and commercial infrastructure causing people to live great distances from essential locations such as grocery shops, schools or hospitals and countless regions such as Western Sydney routinely lack adequate green canopy cover which can help to combat climate change and fight against urban heat. Western Sydney regularly records up to 10 degrees hotter than other areas of Sydney due to it experiencing the highest level of the “urban heat island effect” which is the process of urban buildings heating up and radiating this heat outwards (AdaptNSW, 2025). This is becoming a public health emergency and has been caused by a lack of basic livable standards.

Meanwhile, the State's housing supply response has failed to deliver genuinely affordable, well-located homes, instead concentrating social and affordable housing in areas already experiencing disadvantage, further entrenching inequality. NSW faces a severe housing crisis, with the state needing to deliver 377,000 new homes between 2024 and 2029 under the National Housing Accord. Building higher density housing within walking distance of train and metro stations, known as Transit Oriented Development (TOD) is one of the most logical and evidence-backed approaches but the inefficiency in the planning approval process means well-located housing near transport is sitting in bureaucratic limbo rather than being constructed.

### **Safety and Walkability**

The NSW public transport network faces persistent issues regarding anti-social behavior, opportunistic crime and physical hazards. There are high rates of crime both towards passengers and drivers and overall a very passive approach to safety on public transport and around stations. Public transport is an essential system in a thriving city and state. It is important communities feel safe on public transport ensuring continued use or else they may revert to driving which can cause congestion and higher emissions.

Safety in personal vehicles is another key concern towards NSW transportation safety. Roads in rural areas are underfunded and deteriorating despite the fact that these areas often have cars as their only means of transport. One third of people live in rural and regional areas in NSW, but two thirds of road related deaths are in these areas (Audit Office of New South Wales, 2023). A more rising form of personal transport is E-micromobility (including ebikes and scooters). While E-bikes offer many benefits to both the riders and society there are safety concerns around the high speeds the bikes can reach and their interactions with both cars and pedestrians. Legislating a balance between safety and progress is a growing concern for local and state governments. Both of these safety concerns stem from a lack of appropriate infrastructure. By improving the standards of rural roads and building better bike paths, the standard of safety for both forms of personal transport can rise.

There is also a problem around walkability in many suburbs and areas. People often choose to drive despite the availability of walking and cycling, due to the safety risk and inefficiency of these modes of transport. Inactivity harms mental health, and decreases productivity by up to \$20 billion each year (Active Transport Strategy, 2022). By ensuring that the infrastructure around walking and cycling prioritises direct access and safety, these modes of transport can be more widely used.

### **Conclusion**

Our bill has been developed to directly address the many issues in the current transport and infrastructure system, aiming to create a more eco-friendly and livable society. Sustainability must be on the forefront of all transport initiatives, ensuring people have access to non-car transportation and incentivisation for electrical vehicles. This must extend to changing how infrastructure is built, lowering a key emitter of greenhouse gases helping to meet Australia's net zero goal by 2050 (Department of Climate Change, Energy, the Environment and Water, 2025). Across the state, the standard of livability needs to rise, through building well designed, properly located communities, increasing the amount of high density housing, improving the safety standard of public transport and building improved infrastructure for pedestrians, cyclists and rural drivers.

## Reference List

Active Transport Strategy . (2022). [online] Transport for NSW, NSW Government, p.12. Available at: [https://www.nsw.gov.au/sites/default/files/noindex/2025-09/active\\_transport\\_strategy\\_0.pdf](https://www.nsw.gov.au/sites/default/files/noindex/2025-09/active_transport_strategy_0.pdf).

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**The Y Youth Legislature of New South Wales enacts—**

**Part 1: Preliminary**

**1 Name of Act**

This Act is the Pathways to Sustainability and Liveability in NSW Youth Bill 2026

**2 Commencement**

This Act commences from the date of assent.

**3 Objects**

The objects of this Act are to—

- (a) Outline and assist the transition of government vehicles and all modes of public transport to renewable energy alternatives, and;
- (b) Encourage and support the transition to renewable energy transport infrastructure in private modes of transportation, and;
- (c) Increase the sustainability of planning initiatives through providing rebates for renewable energy infrastructure, support for new ecological corridors to protect native wildlife and recognising First Nations Indigenous knowledge, and;
- (d) Mandate the use of renewable energy in urban and housing developments with a focus on sustainability and urban greenery, and;
- (e) Improve the transport accessibility and efficiency across NSW through feasibility studies into low access areas and improvements to infrastructure to ensure there are no unnecessary delays, and;
- (f) Ensure the implementation of efficient and frequent bus routes, and;
- (g) Outline, assess and implement multiple frameworks to improve housing and the planning of housing with a focus on Transit Oriented Development, and;
- (h) Improve safety of pedestrians and cyclists through funding to improve bike lanes and footpaths, and;
- (i) Increase the safety measures taken on public transport for both transit users and operators, and;
- (j) Ensure that social and affordable housing is located in areas of high amenity, safety and transport accessibility to prevent the concentration of the disadvantaged in hazardous or poorly serviced locations.

**4 Definitions**

In this Act—

**Existential Threat Road** means any road identified under SEPP 44 as posing a significant risk to koala populations.

**Ecological Corridors** are defined geographical spaces that connect fragmented habitat areas within a human-dominated landscape

**Covert Duress Buttons** are a discreet safety device designed to silently alert security personnel, monitoring centers, or law enforcement that the user is in danger

**T-Ways** are dedicated rapid bus transit networks built to give buses priority over regular traffic.

**EV** stands for Electric Vehicle, within the bill it always specifically stands for battery electric vehicles that run purely on battery power.

**Hybrid Electric Vehicles** are vehicles which have both an electric motor with a plug in battery and a traditional petrol or diesel engine.

**Note**— The *Interpretation Act 1987* also contains definitions and other provisions that affect the interpretation of this Bill.

## Part 2: Sustainability

### 5 Public Transition to Renewable Energy Infrastructure

- (1) Mandates the complete transition to public renewable energy transport infrastructure by 2030.
  - a. Internal combustion engine vehicles shall be phased out in all departments and subsidiaries of the NSW Government by 2040, and replaced with battery-powered electric vehicles.
    - i. A 50% transition shall be reached by 2033.
    - ii. A 75% transition shall be reached by 2036.
  - b. All new vehicles purchased by departments and subsidiaries of the NSW Government will be battery-powered electric vehicles. Exemptions shall be given in instances such as:
    - i. All emergency vehicles including but not limited to fire trucks, police cars and ambulances may be purchased as hybrid electric cars.
    - ii. In areas classified as rural, all emergency vehicles including but not limited to fire trucks, police cars and ambulances can remain being purchased with internal combustion engines.
    - iii. A feasibility study will be conducted to determine the feasibility of hybrid or electric emergency vehicles in rural areas to assist with a transition to aforementioned vehicles where determined appropriate.
  - c. The government shall fully transition all modes of transport by 2040 under the control of TfNSW to renewable-energy alternatives.
    - i. A 50% transition shall be reached by 2033.
    - ii. A 75% transition must be reached by 2036.
  - d. Public-Private Partnerships shall be terminated within the public transport sector statewide by 2036.
    - i. A Public Transport Transition Authority is hereby established to oversee asset transfer, workforce transition, and contractual wind-down.
    - ii. The Authority may negotiate compensation where required to ensure lawful termination of PPP contracts.
    - iii. No private operator may initiate legal action against the State for terminations conducted under this Act.

## **6 Private Transition to Renewable Energy Infrastructure**

- (1) Strongly encourage transition to renewable energy transport infrastructure in private modes of transportation by 2037.
  - a. The government shall implement an incentive plan for businesses transitioning to electric fleets in freight or commercial transport.
    - i. A subsidy of \$10,000 per battery-powered EV shall be provided.
    - ii. A 10% tax discount shall be provided to environmentally-compliant businesses until 2033, reduced to 5% from 2033 until 2037.
    - iii. All subsidies, rebates, and tax discounts under this Division shall cease on the first of January, 2038 unless renewed by Parliament following a statutory review in 2035.
  - b. The government shall implement a rebate incentive of \$6,000 per NSW resident, for any contract entered into for purchasing a new battery-powered electric vehicle for commercial and/or non-commercial purposes.
    - i. The rebate shall be available up until the date when 80% of all new car purchases are battery-powered EVs.
  - c. Electric vehicle trial programs shall be offered in regional and rural areas, in which residents can drive and use an electric vehicle for a period of up to 48 hours to gain experience and familiarity of electric vehicle technology.

## **7 Mechanisms of Sustainability**

- (1) Increasing the mechanisms of sustainability in relation to strategic planning in transport usage through:
  - (a) Providing rebates of 60% of the total cost of rapid EV charging infrastructure to developers whose plans include such infrastructure. Only applies to the development of critical urban infrastructure, including but not limited to:
    - (i) Service stations
    - (ii) Car parks
    - (iii) Shopping malls
    - (iv) Supermarkets
    - (v) Town centres.
  - (b) Mandate charging points in all rest stops along NSW motorways as well as within one kilometre proximity to bus stops and transport stations.
  - (c) Requiring that ecological corridors be built across roads statewide that are classified as existential threats to native Koala populations in areas identified in the State Environmental Planning Policy No. 44 - Koala Habitat Protection; and implementing the 'New expert advice on koala corridors' released in 2023 by the Department of Planning and Environment.
    - (i) Such 'existential threat' roads shall be categorised into high-priority and low-priority, with 90% of high-priority roads and 60% of low-priority roads being outfitted with a koala corridor by 2035.
    - (ii) All such roads shall be outfitted with a koala corridor by 2040.
    - (iii) Additional high-priority koala movement corridors shall be identified and designated across NSW, including but no limited to the Greater Sydney Basin, the North Coast, the South Coast, Western Sydney Growth Areas, and key inland woodland regions.

- (iv) Designated corridors must be supported by mandatory road-crossing infrastructure, habitat restoration, and development-control protections.
- (d) These ecological corridors must meet minimum engineering standards including:
  - (i) A minimum width of 15 meters,
  - (ii) Native vegetation appropriate to local habitat,
  - (iii) Motion-sensor monitoring cameras.
- (e) The Minister shall publish a State Koala Corridor Map within twelve months, and it shall be updated annually.
- (f) Implementing ecological connectivity corridors inside of transport systems, whereby any new rail, road or transit corridor longer than 5km must incorporate an ecological connectivity plan, including but not limited to:
  - (i) Fauna identification and protection
  - (ii) Establishment and maintenance of native vegetation zones
  - (iii) Construction of stormwater drainage
- (g) Eliminating public transport fares statewide for all methods of mass transit, including but not limited to:
  - (i) Trains
  - (ii) Buses
  - (iii) Metro
  - (iv) Light rail services
  - (v) Ferries
- (h) Recognising First Nations Indigenous knowledge in relation to new transport developments, and actively including Land Custodians in the planning process prior to construction, through:
  - (i) Prior consultations with Elders or community members of the Nation/s the new developments may cover to discuss potential land damage and ensure the protection of sacred sites.
  - (ii) Integration of Indigenous land-management knowledge;
  - (iii) Appointment of a First Nations Advisory Panel with authority to recommend design modifications and environmental management policies to protect cultural heritage.
  - (iv) Involving local Indigenous designers and artists to assist in transport facility design.
  - (v) The inclusion of community members or Elders of the Nation/s a new station is located on in the process of naming aforementioned station.

## **8 Renewable Energy in Housing and Urban Developments**

- (1) Mandating the use of renewable energy in housing and urban developments, with a focus on sustainability and urban greenery through:
  - (a) Providing funding to transition existing residential and/or commercial buildings from fossil fuel energy to renewable energy provided by 2033.
    - (i) Until 2033, the government shall provide 50% of the cost associated with installing renewable energy technologies.

- (ii) If, by 2033, more than 90% of buildings operate with a minimum of 90% renewable energy, then the funding shall remain at 50% until 2040.
  - (iii) If, by 2033, less than 90% of buildings operate with a minimum of 90% renewable energy, then the funding shall be increased to 75% until such time as this requirement is met.
- (b) Mandating all new residential and commercial developments must comply with the following criteria:
  - (i) Ensure that no less than 85% of the building's total annual energy consumption is supplied from on-site renewable energy generation, including but not limited to rooftop solar photovoltaic systems, building-integrated photovoltaics, small-scale wind, or other approved renewable technologies.
  - (ii) Native vegetated roofs and/or communal gardens and/or communal dining areas, on mid- to high-rise residential buildings and developments.
  - (iii) Mixed use building capabilities for hospitality, commercial, and entertainment purposes, on mid- to high-rise residential buildings and developments.
  - (iv) Battery storage facilities for buildings above 5 levels.
  - (v) Rapid electric vehicle charging for buildings with carparks, representing 50% of total parking spaces.
- (c) Creating a "Sustainable Building Code" under the *Environmental Planning and Assessment Act 1979*, and providing a fast-tracked approvals process for developments that achieve net-zero emissions to incentivise compliance.
- (d) Providing a 40% funding boost to the NSW Urban Green Cover program.
- (e) Mandating a minimum tree canopy target of 60% in local environmental plans
  - (i) The government shall provide funds to low-canopy, high-heat communities across Western and South-Western Sydney and regional areas such as to comply with this target.
  - (ii) Funding allocations must be based on objective indicators including urban heat severity, socio-economic disadvantage, and existing canopy deficits.
  - (iii) All councils receiving funding shall prepare a Canopy Delivery Plan outlining priority streets, public spaces, and planting methods.
  - (iv) The Minister shall publish annual reports on fund distribution, canopy gains, and progress toward the 60% target.

## Part 3: Livability (Efficiency and Density)

### 9 Transit Improvements

- (1) Transport for NSW shall, within 6 months of the commencement of this Act, commence a feasibility study into all areas which have a transport accessibility level of 2 or below, as indicated by the NSW Government Public Transport Accessibility Indicator:

- a. The aim of the study is to assess public transport accessibility with the intention of developing new public transport infrastructure
  - b. It shall assess both the public transport access to key locations within the area including but not limited to hospitals, schools and shopping centres as well as the access to other major cities and towns
  - c. New public transport developments planned based on the above feasibility study must be allocated on objective indicators including limited public transport options, lack of recent developments and overall public transport connectivity both within and outside the designated area.
- (2) A feasibility study commenced under subclause (9.1) must include
- a. Identification of potential land corridors for preservation;
  - b. Preliminary cost estimates;
  - c. Projected patronage and community benefit assessments;
  - d. Considerations with First Nations Elders and members of the community;
  - e. Environmental and ecological impact considerations, including but not limited to all potential applicable considerations under the sustainability division of this Act.
- (3) The Minister for Transport shall allocate an amount not exceeding \$30 billion per proposed metro expansion for the purposes of feasibility studies and any subsequent construction authorised by regulation.
- (4) An Independent Transport Infrastructure Auditor is hereby established to:
- a. Review cost estimates for all transport expansions.
  - b. Publish annual progress and expenditure reports.
  - c. Approve or reject cost overruns exceeding 15%.
  - d. Ensure transparency in procurement and contracting.
- (5) The Minister for Transport shall ensure that water preventive seals are implemented across all NSW trainlines by 2032, as flooding and heavy rainfall cause significant frequent delays and damage to the rails in the long term.

## **10 Bus Improvements**

- (1) The government shall provide up to 50% of the cost of electric minibuses, where applicable, to relevant transit authorities until 2035.
- a. These are to be dedicated to low-patronage services at off-peak times.
- (2) The government shall provide a subsidy of \$20,000 per year for each bus line which runs at maximum 15-minute intervals between 7am and 9pm.
- a. Those lines must also run at maximum 1-hour intervals throughout the period of 9pm to 7am, in order to be eligible for the subsidy.
  - b. New lines may be added to the subsidy scheme until 2033, at which time all lines currently subsidised shall continue to be subsidised, but no new subsidies shall be approved.
  - c. The subsidy amount shall be increased to \$30,000 per year per line for U-Go Mobility operating in the Menai region.

- (3) A subsidy of an additional \$50,000 per year shall be provided to bus operators who achieve a 90% coverage of population within their allocated area of operation.
  - a. The coverage shall be determined by the proportion of residents within a 5-minute walk of a bus line meeting the requirements of subclause (10.2).
  - b. For operators in rural areas, coverage shall be determined by proportion of residents within a 15-minute drive of such a bus line, and the coverage target shall be 75%, provided the bus stops are equipped with appropriate parking areas.
  - c. The subsidies shall be provided until 2033.
- (4) T-Way Expansion/Renewal: Ensure that the current Northwest and Liverpool-Parramatta T-Ways are regularly maintained & services are kept up.
- (5) Commission investigation into the construction of T-Way corridors as a temporary measure in rapidly growing areas to fill PT demand.

## **11 Outlining, Assessing and Implementing Frameworks to Improve Housing and Planning of Housing**

- (1) The NSW Government shall, within twelve months of the commencement of this Act, begin the rezoning of all land within 800 metres of a train station, metro station, light rail stop, or major bus interchange to permit mixed-use, high-density, social and affordable housing as-of-right, with no minimum parking requirements.
- (2) Rent-controlled housing must be integrated into mixed-tenured developments to ensure social inclusion and reduce geographical disadvantage.
- (3) A deemed approval process is established as follows:
  - a. If a council fails to determine a development application for transit-oriented development within 90 days of lodgement, a warning will be issued with a further 30 days for the council to either:
    - (i) Finalise and submit the application, or;
    - (ii) Submit an extension request explaining why they require further time.
  - b. If the extension request is approved, the council will have until the determined finish date of the extension to finalise the development application.
  - c. If the request is denied, the council will have a final 30 days, starting from the application denial date, to determine a development application.
  - d. If a council fails to determine a development application after the aforementioned process, the application is taken to be approved automatically.
  - e. An approval under subclause (11.1) is subject to the standard conditions prescribed by the *Environmental Planning and Assessment Act 1979* and any additional conditions imposed by the Minister;
  - f. This subsection overrides any contrary provision in any council planning instrument.
- (4) A council may not veto a state-initiated transit-oriented development control unless:
  - a. The council submits an alternate scheme and;

- b. The alternative scheme is independently verified to meet or exceed housing targets set by the state.
- (5) A transit-oriented development greenlight zone is established for all land within 500 metres of a train station, metro station, light rail stop or bus interchange.
- (6) Within a greenlight zone under subclause (11.5):
  - a. Developments shall face reduced planning restrictions as prescribed by regulation;
  - b. The Minister may provide state subsidies not exceeding \$100 million for qualifying developments;
  - c. Qualifying developments receive fast-tracked approval after 45 days.
- (7) The Minister for Planning shall encourage and facilitate public green spaces in all suburban neighbourhoods, town centres, major developments, and within 400 metres of schools and public centres, where “encourage” and “facilitate” includes, but is not limited to:
  - a. Requiring green space in development applications for developments above a threshold prescribed by regulation and;
  - b. Providing funding to councils for the maintenance of public green spaces.

## **Part 4: Safety (Cycleability and Walkability)**

### **12 Investing in Safe, Accessible and Inclusive Urban Design, Active Transport and Community Infrastructure**

- (1) Provide funding of up to 60% of total project cost to local governments, effective until 2035, for projects which includes actions to:
  - a. Construct or retrofit pathways with a street furniture zone of a minimum width 1.0 m as defined by AGRD06A-17 Section 2.2 Pedestrian Path, including but not limited to:
    - (i) Native trees
    - (ii) Native shrubs
    - (iii) Bike storage racks
    - (iv) Drinking fountains
  - b. Construct or retrofit separated bike/foot paths of a minimum width of 3.0m (1.5m cyclist, 1.5m pedestrian) in accordance with AGRD06A-17 Appendix A3 Separated Paths, with a minimum separation from the nearest road of 0.5 m.
  - c. Construct or retrofit exclusive, road-separate bike lanes of a minimum width 2.0 m as defined by AGRD03-16 Section 4.9.5 Separated Bicycle Lanes.
    - (i) Not for exclusive bike lanes as defined by AGRD03-16 Section 4.9.7.
  - d. Construct or retrofit bike paths to incorporate “Speed Limiting Treatments” as defined by AGRD06A-17 Appendix B Speed Limiting Treatments, including but not limited to:
    - (i) Path narrowing
    - (ii) Path deflection
    - (iii) Alternative paving

- e. Construct or retrofit roads in suburban and commercial areas to restrict roads to one lane in each direction, in accordance with AGRD03-16 Section 4.2.4.
    - (i) Use the reclaimed road area for kerbside greenery, bike paths, and/or footpaths as laid out in subclauses (8.2), (8.3), and (8.4).
  - f. Convert existing parking areas into pedestrian areas, outdoor dining, and street furniture, as defined by AGRD03-16 Section 4.11.2 Parallel Parking and AGRD06A-17 Section 2.2 Pedestrian Path.
- (2) Funding shall be provided to improve the overall safety of public transport for both transit users and operators, through actions to:
- a. Introduce security personnel on to all trains and metro services between the hours of 20:00 and 06:00 to ensure safety and user-friendliness.
    - (i) Between the first of April and the first of October, the time shall extend to be between 19:00 to 07:00 to adjust for the loss of Daylight Savings
    - (ii) On Friday and Saturday, additional security personnel shall be placed in high congestion stations.
  - b. Ensure all new buses are fit with impact-resistant, polycarbonate safety barriers around the driver's seat to protect against physical assault as well as smart radios with covert duress buttons for fast communication with safety centres during crisis.
  - c. Establish public transport safety centres responsible for monitoring and coordinating safety efforts on public transport systems, the aforementioned centres will correspond with relevant local authorities if workers or the general public are in distress.
  - d. Ensure the area in which any train, metro, light rail, ferry or bus station is located in is well lit to deter anti-social behaviour.
  - e. Introduce modern CCTV, supported by AI analytics that can immediately flag suspicious behavior into all train, metro and light rail stations.
- (3) All provisional drivers who complete an approved defensive driving course will receive a minimum 10% reduction in compulsory third-party insurance premiums.
- a. Completion of an approved defensive driving course must be recorded automatically through Service NSW for the purpose of applying insurance discounts.
  - b. Insurers must publish transparent annual reports outlining discount uptake and compliance with mandatory reductions for provisional drivers.
  - c. A provisional driver who maintains a clean driving record for 12 consecutive months must receive an additional 5% insurance discount.

### **13 Embedding Safety, Accessibility, and Crime Prevention into Housing and Urban Development**

- (1) The NSW Government shall ensure that social and affordable housing is located in areas of high amenity, safety, and transport access, and that planning policy actively prevents the concentration of disadvantage in poorly serviced or environmentally hazardous locations.

- (2) Amend the State Environmental Planning Policy framework to require that all new urban release areas demonstrate, prior to approval, access to safe pedestrian and cycling infrastructure, adequate lighting, and emergency service coverage as preconditions for development consent.
- (3) Require that all major urban renewal and greenfield developments co-deliver community infrastructure, including safe public spaces, lighting, and passive surveillance design, concurrently with residential construction, not as a deferred obligation.
- (4) Apply Crime Prevention Through Environmental Design (CPTED) principles as a mandatory standard in all new public housing estates, transport interchanges, and public open spaces, ensuring that safety is embedded in the built form from the outset.



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