

Transport and Infrastructure Accessibility Bill 2023

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Transport and Infrastructure Accessibility Bill 2023

Act no. , 2023

A Bill for

An Act to improve accessibility and affordability of public transport and housing, whilst promoting equitable access to amenities; and for other purposes.

Second Reading Speech

Mr ANGUS SMITH (Wagga Wagga—Shadow Minister for Transport, Roads and Infrastructure):

Accessibility to Transport, Housing, and Accessible facilities for persons with a disability is an ongoing and major challenge faced by residents of NSW. The ever-growing nature of our cities and the increased cost of living continue to plague our metropolitan and regional citizens and continue to provide difficult circumstances for all. Transport and housing are vital elements of our day-to-day life and provide the backbone for our state to move and grow. Additionally, the bill is ensuring all relevant building and infrastructural codes that recognise needs for persons with disabilities are being upheld, in private dwellings, as well as public facilities. By doing so, our citizens who struggle and are already up against it can feel included and a sense of equity with those around them, improving the liveability of the state.

We, the committee, have outlined our proposed methods and clauses to address these pre-existing issues faced in our state. By recognising and taking action against these issues, our state can become greater. Taking action will see major benefits to the state with an interconnected travel system interlinking our state together, housing that is affordable and accessible for all to minimise homelessness on our streets, and the proper recognition of building codes for infrastructure projects to help those persons who may obtain a disability to access all that others can.

By addressing the issues at hand, our state can progress into the future with the foundations for successful development, and successful development for all who reside in this wonderful state.

I would like to extend my appreciation and thanks to the 2023 Transport, Roads and Infrastructure committee for their excellent engagement, research and development of this Act, and commend the works of these members to the highest regard. Furthermore, the entire committee would like to acknowledge the hard work and dedication of our Committee Advisors, Blake Whitford and Tina Flaskas, who have provided excellent insight and guidance into the development process of this Act.

Explanatory Notes

Transport

Division 1 of our Bill pertains to the enhancement of public transportation accessibility within communities across NSW. In rural and regional areas, this entails addressing the lack and limited frequency of services, whilst within metropolitan Sydney areas, our aim is to optimise the efficacy of travel by ensuring adequate servicing at peak hours.

Currently, the government has established the Transport Accessibility and Reliability Program (TARP), which allocates funding for individuals with limited or non-existent access to private transport, and who have difficulty accessing public transport. In 2021-2022, TARP distributed 18 grants to non-governmental community organisations and councils, with funds totalling \$720,429.74. Additionally, 11 grants were disbursed to government organisations (at the state, local and educational levels), with funds totalling \$261,400. The Transport Connected Bus Program (TCB) has also been established, employing automated vehicle tracking and passenger counting in rural and regional NSW, in addition to the Opal Plus app, which bundles planning and payment of public transport in and surrounding Sydney.

Our objective is to address accessibility of public transport in rural, regional and specific suburbs of Sydney through the expansion of transportation services, and improvement of transportation facilities. By integrating outer Sydney suburbs, as well as rural and regional areas into NSW's transportation system, we aim to ameliorate the transportation crisis and congestion within inner Sydney suburbs and the central business district (CBD), in anticipation of future population growth and the consequent increase in material living standards. Concurrently, we will cater toward the absence of transportation within suburbs in Greater Western Sydney (GWS), where the population is estimated to reach 3 million by 2036, accommodating two-thirds of Sydney's population growth.

Regional NSW requires an updated transportation system that promotes interconnectedness to ensure enhanced statewide travel accessibility. The current train system fails to meet the demands of travel in terms of speed or frequency. Additionally, station facilities such as elevators and toilets are either absent or inadequately maintained, while a lack of bus frequency and standardisation in bus ticketing systems restrict statewide interconnectivity.

The burgeoning population of Greater Western Sydney (GWS) necessitates improvements in transport infrastructure in order to ensure smooth mobility, ease congestion and elevate quality of life. The pressing issue of GWS' transport crisis encompasses several concerns that require prompt action, including but not limited to transport congestion, public transport capacity, and connectivity between disparate regions. Traffic congestion is a key challenge in the region, particularly during peak periods, causing significant delays for commuters, thus impacting productivity, liveability, and sustainability in the region. In regards to public transport capacity, the current network is congested and at capacity, particularly during peak periods. These delays discourage citizens from using public transport, exacerbating the regions' traffic congestion situation. Connectivity remains a significant issue for individuals residing in remote regions, requiring an urgent need for enhanced connectivity between GWS' regions, and with Sydney.

This Bill aims to address issues of prevailing transportation accessibility in rural, regional and outer suburban areas, as well as highly populated and rapidly expanding regions, namely the CBD and

Western Sydney. We propose a comprehensive approach to tackle these challenges, encompassing the improvement of facilities and expansion of transportation systems including train, metro and bus services. Additionally, it promotes the establishment of an active transport scheme, encouraging citizens to use alternative modes of transport such as walking and cycling to reduce congestion on roads and public transport. The creation of centralised transport hubs and the reduction of operating and maintenance costs are also emphasised, with the objective of enhancing interconnectivity and affordability, whilst concurrently providing access to major CBDs. By increasing bus driver wages within rural and regional areas, we aim to stimulate greater statewide interconnection and overall accessibility to transportation. Through these measures, this Bill seeks to ensure equitable and sustainable mobility across the state, addressing the diverse needs of urban and rural communities in NSW alike.

Housing

Section 2 of the Bill aims to foster affordable and liveable social housing statewide in order to address and recognise the current housing crisis. Access to affordable housing is a pressing concern for Australians, with cost of living seeing a notable 7.1-9.7% surge over the preceding 12 months. This housing crisis has disproportionately impacted individuals living in regional NSW, as evidenced by the statistic of over 116,000 people experiencing homelessness in 2021. Present social housing options have proven undesirable for occupants, particularly due to the prevalence of elevated crime rates within clustered social housing precincts. Accordingly, this Bill will highlight key provisions aimed at targeting social housing challenges, including enhancements to infrastructural elements, and affordable housing options, thereby promoting safe, secure and liveable communities for residents of NSW.

With regards to public and social housing, our objective is to enhance the quality of social housing, whilst concurrently striving to integrate these facilities into existing residential areas. Following an article published by the University of New South Wales, it is apparent that there are strong associations between criminal activity, the fear of criminality and social housing complexes. Notably, the majority of crime hotspots, historically concentrated within metropolitan and regional sectors of New South Wales, have been identified within communities predominantly comprising housing commission estates. By amalgamating these estates or complexes, a generational cycle emerges in which violence and collective criminal activity occur, eroding community cohesion and restricting the availability of facilities in the local vicinity, due to inherent safety concerns stemming from criminal activities.

To address this, it is our firm conviction that we must innovate the approach towards social housing, aiming to enhance the wellbeing of those in need through the construction of greater quality housing, and through the strategic dispersion of social housing within established suburban areas. This solution will not only assist in reducing crime rates by integrating lower socio-economic groups into the broader community, but also present an opportunity to disrupt intergenerational cycles of criminality and unemployment.

The subsequent subsection of this clause addresses the persistent challenges and issues associated with affordable housing, elucidating the apparent difficulty in accessing affordable, quality housing both in metropolitan and regional NSW. A discernible transformation has transpired in the landscape of home ownership, as the average buying age of a home in NSW has escalated to 36 years of age, as opposed to 27 in the early 2000s. By extension, the cost of living has propelled the median house prices in the Sydney region to \$1.2 million AUD, while regional NSW has witnessed median house prices surge to \$715,000 AUD. According to an article written by Money Quest, NSW ranks as Australia's most expensive state, with an average of 123.40% price increase between the years 2012-2020. As a corollary

of the limited housing available, coupled with an inflationary economy, our state is witnessing a scenario wherein its residents find themselves unable to afford suitable housing, consequently precipitating a slide to homelessness while they await assistance for social housing. Currently in NSW, 43.4 people out of every 10,000 citizens are experiencing homelessness. Under these circumstances, the government is presently confronted with the constraint of delivering suitable support to those individuals who are ensnared in these circumstances.

In order to address and rectify this issue, our committee looks to oversee the management and potential elimination of stamp duties imposed on residences valued at less than a million AUD, consequently improving the accessibility for prospective first-home buyers and individuals experiencing financial hardships and homelessness. Moreover, we seek the collaboration and assistance of local and regional building contractors to amplify the production of more economically viable housing, with the ultimate goal of mitigating homelessness and promoting increased housing accessibility.

Disability Accessibility

Section 3 of our Bill aims to guarantee and improve existing disability access to private and public infrastructure within NSW. The implementation of compulsory rules surrounding the construction of new projects to facilitate access for people with disabilities and the elderly as well as other groups who identify as having mobility issues will essentially guarantee physical accessibility to all private and public infrastructure within NSW. Specifically, we propose that NSW formally recognise *Section D (Access and egress), Part D3, V.1 of the Building Code of Australia ((given effect through the Environmental Planning and Assessment Act 1979) and Plumbing Code of Australia, being Volume Three (given effect through the Plumbing and Drainage Act 2011))*.

Currently NSW has gone against the recommendations made by the *Convention On The Rights Of Persons With Disabilities (CRPD) UN, Article 9* which guarantees accessibility to all people with a disability, in all areas of life, including transport and infrastructure. This is also a human rights issue.

Similarly, the demand for infrastructure, specifically housing for people with a disability, is rising according to the Australian Bureau of Statistics. In 2019, the Australian Bureau of Statistics (ABS) Survey of Disability, Ageing and Carers, found that around one-third of Australian households contain a person with a disability. This is 35.9% of Australia's population or 3.2 million households in the country.

The Australian Housing and Urban Research Institute (AHURI) released a report in 2019 outlining issues with the social housing market and the difficulty for people with disability finding an accessible home. There is a clear shortage in the market for accessible homes, and those homes that are rentals in addition to being accessible are generally rented to someone who doesn't need an accessible house. Additionally, homes are not being designed with accessibility in mind for people with disabilities.

With one in five Australians experiencing a form of disability, it is crucial that access to housing is greatly improved.

The Youth Legislature of New South Wales enacts—

Part 1 Preliminary

1 Name of Act

This Act is the *Transport and Infrastructure Accessibility Act 2023*.

2 Commencement

The Act commences on the date of assent to this Act.

3 Relationship with other Acts and laws

This Act prevails to the extent of an inconsistency with another Act or law.

4 Principles

- (1) The principle of this Bill is to increase accessibility in three key sectors of the Transport, Roads and Infrastructure portfolio for the entirety of NSW.
- (2) Through this act, the committee intends to increase accessibility in the relevant areas of Transport, Housing, and successfully achieve the implementation of Disability Accessibility codes, which are vital to the equity and fair treatment of all persons within the state.
- (3) By achieving this, the entire state can benefit from greater development and interconnectivity, whilst also improving living conditions for all.

5 Objects

The objects of this act are to—

- (1) expand regional and rural transportation for all persons,
- (2) introduce necessary safety measures on public transport, most notably the introduction of a safe carriage system,
- (3) execute a developed, interconnected statewide transport system,
- (4) improve accessibility to public transport,
- (5) introduce An Active Transportation scheme, with incentives to promote alternative and sustainable means of transport,
- (6) improve accessibility to social housing, and improving the standard of this housing,
- (7) optimise new social housing by implementing them into pre-existing residential areas to mitigate generational cycles associated with combined social housing estates,
- (8) employ a new housing buyback scheme, to buy housing and repurpose into affordable and social housing,
- (9) improve accessibility to affordable and high-quality housing,
- (10) implement disability accessibility codes into pre-existing legislation, enabling for required amenities to become capable to facilitate persons with a disability.

6 Definitions

In this Act—

disability accessibility means the needs of people with disabilities are specifically considered, and products, services, and facilities are built or modified so that they can be used by people of all abilities.

disability infrastructure means infrastructure that provides access to all necessary requirements of people with a disability, while also including those who are not disabled with mobility issues - similarly defined through *Section D (Access and egress), Part D3, V.1* of the *Building Code of Australia (BCA)*.

FHBAS means First Home Buyers Assistance Scheme

FHBC means First Home Buyers Choice

GWS means Greater Western Sydney, a geographical region spanning from Parramatta in the east, Blue mountains in the west, Rouse hill in the North and Campbelltown/Macarthur area in the South.

HBAH means Home Buyback for Affordable Housing, an initiative of this bill to buy back housing for repurposing

infrastructure rights of disabled people means as defined in *Section D (Access and egress), Part D3, V.1* of the *Building Code of Australia (BCA)* and *Article 9* of the *Convention On The Rights Of Persons With A Disability*

LAHC means Land and Housing Corporation, a pre existing corporation charged with the management of housing in NSW

MIZ means Mandatory Inclusion Zone, which offers developers to incorporate social housing into their development projects

NSW Get Active Program is a Pre-existing government programme with the aim of using sustainable and alternative transport such as bikes or running

SAPs means Special Activation Precincts, trade and logistic hubs situated in regional & rural areas to assist with logistics and economic development in our regions for our state.

TARP means Transport Access Regional Partnerships. A pre-existing government program to increase access to private transport networks.

TCB means Transport Connected Bus programme. A pre-existing program to increase live updates and tracking of transport in regional and rural NSW.

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

Part 2 Transport

7 Further utilisation of pre-existing Government programs

- (1) Further allowances for developments shall be made to pre-existing Government programs, which will assist citizens in accessing public and private transport.
- (2) This shall be achieved through—
 - (a) the continued utilisation of the Transport Access Regional Partnerships (TARP) grants program to increase access to private transport networks, most notably outside the Greater Sydney Region (GSR); and
 - (b) the continued utilisation of the Transport Connected Bus Program (TCB) to increase accessibility of effective public transport in rural and regional area; and
 - (c) the statewide implementation of the Opal system, to allow regional and rural citizens access to a standard system of payment; and
 - (d) the statewide implementation of the Opal Plus app, to assist users with updated and up-to-date information regarding delays, capacity figures, and current vehicle location; and
 - (e) the development of a regional and rural transport section of the Opal Plus app, managed by the local transport network; and
 - (f) continued development in assistance services for transport networks, ensuring a seamless user experience; and
 - (g) the subsidised training of all pre-existing Transport NSW staff to have first aid and CPR qualifications; and
 - (h) further investigation into public transport incentives, to minimise traffic congestion in metropolitan areas; and
 - (i) continued consultation with local transport organisations to determine best-fit strategies for each region.

8 Expansion of state-wide public transport, including the redevelopment of existing services

- (1) There shall be an expansion of the present transport infrastructure which will in turn assist the accessibility and interconnectivity of the state.
- (2) This shall be achieved by—
 - (a) increasing the frequency of existing metropolitan rail and bus services, most importantly during peak hour periods of 7am—10am and 3pm—7pm; and
 - (b) ensuring a sufficient amount of public transport is available to link metropolitan Sydney with outer-lying suburbs, achieved by—
 - (a) Conducting a continuous investigation into required services and facilities,

- (b) Conducting community consultation to predict possible routes,
- (c) Constructing new rail lines to connect to far western, far northern and far southern suburbs; and
- (c) implementing a hub and spoke transport method, in conjunction with outlying bus organisations to connect rail services with local bus networks; and
- (d) implementing full fare subsidisation on public transport when attending sporting or entertainment events situated at a NSW venue, this subsidy is applied when—
 - (e) events are hosted at main sporting or entertainment venues within the Greater Sydney region, these venues include, but are not limited to; *Sydney Olympic Park, CommBank Stadium, Allianz Stadium / SCG, Sydney Opera House*,
- (f) public transport is the superior means of transport and can minimise car traffic to venues, and
- (g) events hosted or sponsored by NSW Government, such as, but not limited to *Vivid Festival, Sydney Easter Show, and A-League Grand Final*; and
- (h) improving the accessibility of stations and transport hubs by installing elevators, ramps and movement aids where possible; and
- (i) expanding public transport services in the Greater Western Sydney region, including the new Sydney International Airport; and
- (j) constructing the Airport Link high-speed train, connecting Central to both *Sydney Kingsford Smith & Nancy Bird Walton (Western Sydney)* airports; and
- (k) introducing carpool lanes to encourage drivers to rideshare thereby minimising the number of cars on the road.

9 **Faster and more frequent regional and rural transport**

- (1) There shall be an increase to transportation and connectivity between rural and regional areas and the state's metropolitan hubs.
- (2) This will be achieved by—
 - (a) improving existing rail networks to allow for faster services between the metropolitan areas and the regions by improving trackwork scheduling to minimise disruptions and delays and improving reliability of equipment (buses, trains, tracks) to ensure the safety of travel; and
 - (b) reducing wait times on existing rail and coach services, from one service every 12 hours to one every 4 hours; and
 - (c) introducing new, hybrid-powered rail cars produced in regional NSW to support the increased demand for regional and rural rail services; and
 - (d) continuing the production of maritime transport vessels in NSW; and

- (e) introducing new regional rail networks along the south coast to Merimbula, to support freight and passenger services; and
- (f) re-introducing passenger services at a higher rate to far west regions such as Broken Hill, assisting with the access to metropolitan regions for more remote residents; and
- (g) further investment in Special Activation Precincts (SAPs) through the state to facilitate freight transportation and logistics; and
- (h) ensuring bridges along existing rail lines are of a sufficient clearance to accommodate double-stacked freight and passenger trains; and
- (i) redeveloping existing regional platforms to accommodate longer trains and higher capacities.

10 The Introduction of necessary safety measures for public transport

- (1) Through the realisation of severe risk in crime and assault onboard and around public transport, there is a subsequent requirement to improve and introduce necessary safety measures, and will be implemented through—
 - (a) the introduction of additional distress phones and security cameras on public transport; and
 - (b) the increase in warden staff on platforms and train services after 7pm in summer, and 6pm in winter; and
 - (c) the increased patrol of police and staff to enforce the safety of customers on NSW transport; and
 - (d) the introduction of more present carriage attendants on night regional and XPT train services.

11 The implementation of a safe carriage system to mitigate safety risks

- (1) There shall be the introduction of a separate carriage system during school commutes and late-night hours to improve safety for passengers who may require added safety measures during isolated hours.
- (2) This will be achieved through—
 - (a) allocating front and rear carriages of NSW trains during peak hour periods in afternoons between 3pm to 5pm for school students and families; and
 - (b) allocating front and rear carriages of NSW trains during evening train services after 7pm for women, children, seniors and persons with disabilities which are inaccessible from other carriages; and
 - (c) allocating rail guards to ‘safety’ carriages as additional support or protection in instances of potential risk; and
 - (d) installing more CCTV security cameras which can be monitored by the guards and or train driver.

12 The Introduction of an Active Transportation Scheme

- (1) In conjunction with the pre-existing NSW Get Active program, a new Active Transportation Scheme will be introduced across the state.
- (2) The scheme will oversee the utilisation of alternative travel methods.
- (3) The scheme will—
 - (a) provide incentives for citizens who choose to use alternative means of transport such as bicycles to commute; and
 - (b) introduce protected bike lanes alongside roads, separate to footpaths for active transportation; and
 - (c) install safety measures alongside existing active scheme paths, including solar-powered lights, emergency call lines and defibrillators along remote sections; and
 - (d) install bike and active transport storage facilities at all public transport stations; and
 - (e) install bike and active transport storage facilities at all public facilities such as parks, town halls, and other public venues; and
 - (f) Prioritising the construction of active transport facilities within urban/ metropolitan environments to accommodate users; and
 - (g) develop an Active Transport NSW App, which tracks the distance and frequency of trips using active transport.

13 Development of Active Transport NSW App

- (1) The Active Transport NSW App provides user data, which can assist the government with assessing incentives such as rebates.
- (2) The Active Transport NSW App shall also be also user friendly and has all the necessary safety precautions to protect user data and only records distance for assessment purposes.
- (3) The Active Transport NSW App shall also have a built-in planner, showing all bike paths and safe routes for users.

Part 3 Housing

14 Optimising the standard of social housing and integrating social housing

- (1) There shall be the construction of higher quality housing and the deliberate dispersal of social housing throughout established suburbs.
- (2) This shall be achieved through—
 - (a) safeguarding the effective implementation of the Land and Housing Corporation (LAHC) framework by exercising measures, which include enacting a system to monitor the design requirements of new building projects, mandating the conduction of regular inspections, audits and assessments to ensure the adherence of design principles and penalties for non-compliance with design requirements;

including imposing fines, revoking permits, or withholding funding for projects that fail to attain the prescribed design standards set by the LAHC; and

- (b) enhancing the framework for mandatory inclusionary zoning (MIZ), which currently offers developers the choice to either incorporate a designated proportion of social housing units within their project, or contribute to a fund for the development of social housing elsewhere, integrating social housing into new developments by broadening the applicability of MIZ, in order to encompass a broader range of development projects; residential, commercial, and mixed-use developments, with the intention of comprehensively integrating social housing units into various sectors; and
- (c) the introduction of a mandate on regular maintenance and upkeep of social housing properties, delineating specific obligations and standards to guarantee the maintenance of estates, and such a mandate will necessitate regularly scheduled inspections, the formulation of maintenance protocols, and the conduction of performance evaluations, fortifying the overall quality of social housing infrastructure; and
- (d) the promotion of active tenant engagement and feedback in order to assess the efficiency and quality of social housing services, management practices, and facilities, with the aim of informed decision-making and continual improvement through holding regular tenant forums within local communities, providing residents the opportunity to articulate their concerns and offer feedback regarding their social housing experiences and conducting surveys that gauge the satisfactory levels of tenants, assessing maintenance efficacy, repairs, security provisions and overall satisfaction with living conditions.

15 Improving access to affordable and high-quality housing

- (1) There shall be the introduction of measures to enhance accessibility, affordability, and quality of housing for citizens across metropolitan and regional NSW to enable housing independence for social housing tenants and the broader community.
- (2) This will be achieved through—
 - (a) the adoption of a “Housing First” approach, placing priority on securing secure and permanent housing for citizens most susceptible to homelessness, facilitating long term stability and improved wellbeing, which will be ensured through the introduction of an ‘urgent housing eligibility criteria’ in applications for social housing; and
 - (b) the introduction of incentives for the development of affordable housing projects, done by dispensing grants and tax benefits for both investments and developers who allocate a proportionate share of their project to affordable housing initiatives, encouraging the construction of economically viable housing options and expanding its availability; and
 - (c) strengthening rental assistance programs, with the aim of supporting individuals struggling to access affordable renting housing, which will involve amplifying the availability and accessibility of rental subsidies, broadening the eligibility criteria

for these subsidies, and increasing financial aid, alleviating the burden of housing costs and improving housing stability, and the introduction of a statewide ‘landlord watchdog’ to oversee tenancy disputes and increase scrutiny over unfair rental hikes; and

- (d) recognising the necessity for reimplementation and restructuring of the First Home Buyer Assistance Scheme (FHBAS) and First Home Buyer Choice (FHBC) scheme to reflect the current inability for tenants to eventually purchase homes in both metropolitan and regional NSW, through increasing the prior home value threshold for transfer/stamp duty exemption from \$800,000 in the FHBC scheme to \$1,000,000 to reflect the increased median cost of a home in both metropolitan and greater Sydney as well as regional NSW; and
- (e) recognising the necessity for government intervention in the case of extreme lack in rental vacancies, which is intensifying housing stress and rapidly increasing rental costs, through the creation of the Home Buyback for Affordable Housing (HBAH) scheme, which creates potential for unoccupied property with the ability to affordable housing to be bought back by the NSW Government and be repositioned as rent-controlled social housing, thereby increasing the supply of available housing and improving long term rental stability for low income earners.

Part 4 Disability Accessibility

16 Implementation of disability accessibility

- (1) All current and future state-owned infrastructure must have the installation of ramps or other physical infrastructure where physically possible.
- (2) The government shall increase funding via grants for state-owned facilities to bring infrastructure up to required standards.

17 Disability codes in conjunction with Commonwealth rules.

The state fully recognises Commonwealth rules regarding disability codes including section D (Access and egress), Part D3, V1 of the *Building Code of Australia (BCA)*.

18 Ensuring NSW supplements the international treaties signed by Australia regarding rights to persons with disabilities

- (1) NSW shall comply with all aspects of the *Convention on the Rights of Persons with Disabilities (CRPD)* Article 9, which specifies the inclusion of transport as a necessary component of accessibility.
- (2) This shall be achieved by—
 - (a) ensuring all stations and public transport services provide adequate time and personnel to assist people with physical disabilities exiting and entering public transport; and
 - (b) ensuring all public transport personnel are adequately trained to assist those with intellectual and mental disabilities in catching public transport; and

- (c) requiring all stations and all bus companies to be accessible by wheelchair and/or other transport/equipment needs of people with a disability, by installing ramps and/or elevators; and
- (d) requiring all stations to provide supplementary services to assist those with transport/equipment needs when maintenance is being done on the present ramps and elevators; and
- (e) ensuring services to accommodate those with sensory processing disabilities such as “quiet carriages” on trains are upheld and provide a safe space; and
- (f) ensuring all stations are equipped with the necessary tools of assisting those with a disability such as ramps for wheelchairs and mobility scooters.

19 Compulsory disability access for all new public and private infrastructure projects

- (1) NSW shall fully enforce compulsory disability access for all new public and private infrastructure projects in NSW.
- (2) All new private infrastructure projects must comply with Section D (Access and egress), Part D3, V1 of the *Building Code of Australia*.
- (3) All new public infrastructure projects must—
 - (a) comply with Section D (Access and egress), Part D3, V1 of the *Building Code of Australia*; and
 - (b) facilitate persons who require assistance; and
 - (c) have an in-building defibrillator which is of easy access in the case of an emergency.

20 Offence to deliberately go against disability codes

It is a separate offence to deliberately go against disability codes and shall be punishable to up to 50 penalty points.

