



2018-19 Budget Submission

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About the NRMA

Better road and transport infrastructure has been a core focus of the NRMA since 1920 when our founders lobbied for improvements to the condition of Parramatta Road in Sydney. Independent advocacy was the foundation activity of the organisation and remains critical to who we are as we approach our first centenary.

From humble beginnings, the NRMA has grown to one of the largest tourism and transport companies in Australia, representing over 2.6 million Australians principally from NSW and the ACT. The NRMA provides motoring, mobility and tourism services to our Members and the community.

Today, the NRMA works with policy makers and industry leaders to advocate for increased investment in road infrastructure and transport solutions to make mobility safer and easier, provide access to affordable and efficient transport options, and ensure communities remain connected to business and employment opportunities. The NRMA is passionate about facilitating tourism and travel across Australia, recognising the vital role travel plays in how Australians connect and recharge, and discover the country.

By working together with all levels of government to deliver integrated tourism and travel options we can give the community a real choice about how they get around. The NRMA believes that integrated transport networks, including efficient roads and cycleways, high-quality public transport and improved visitor facilities, are essential to solve the challenge of growing congestion and provide for the future growth of our communities.



Comments and Queries

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Introduction

The NRMA is among the largest member organisations in Australia, with 2.6 million Members across NSW and the ACT. As we approach our centenary in 2020, we reflect on a proud history of keeping our Members moving and determine where we can deliver the greatest value to our Members and the broader community for the next 100 years.

At the NRMA, we are no longer just a motorist's organisation; we are now one of the largest transport and tourism companies in the nation. Our interests stretch far beyond roadside assistance and car servicing to include Thrifty Car Rentals, Travelodge and other accommodation assets, NRMA Parks and Resorts, and share platforms Divvy and Camplify that address mobility and travel needs within the community.

We recognise our Members are not only motorists; they are public transport users, cyclists, and visitors that travel locally and abroad for work, education, healthcare and leisure.

We are focused on ensuring all forms of mobility are adequately planned for and funded to deliver peace of mind, value for money and allow our Members to discover Australia. By working together with all levels of government to improve not only road infrastructure, but also public transport and visitor infrastructure, we give the community a real choice about how they move around and experience travel.

The NRMA recognises that flat incomes and the rising cost of living are placing increasing pressure on Australian households. Transport costs (including fuel) represent one seventh of total average family income, while some households have experienced at least 50 per cent increase in electricity and gas costs. Recognising the cost of motoring represents a substantial proportion of the household budget, the NRMA seeks to ensure the community has access to affordable, reliable and efficient transport solutions to address mobility issues.

The Government has already made substantial investment in game-changing road and transport infrastructure projects including WestConnex, NorthConnex, Sydney Metro, CBD and South East Light rail, and the duplication of the Pacific Highway. The further announcements of Beaches Link, planning for the F6 extension and the preferred route for Stage 2 of the Parramatta Light Rail project illustrate the Government's commitment to keeping people moving.

The Government's Future Transport strategy provides a further opportunity to instigate real change in mobility, transport and infrastructure design through smart technology. Technology should be at the forefront of solutions implemented to keep people safe on our roads, improve commuter journeys, and reduce congestion and emissions as we move to a fully automated and electric future. The transition will not be easy, but Government must have the courage to work with industry and invest and trial emerging solutions.

The NSW Government must continue to invest in critical infrastructure upgrades and programs such as the Community Road Safety Fund to keep motorists and pedestrians safe, provide greater access to a range of public transport including Sydney Metro and Parramatta Light Rail, and maintain funding for Destination NSW to grow tourism in regional NSW.

The Government must also plan for growth, particularly in Western Sydney corridors in the wake of the construction of the Western Sydney Airport and projected population growth in the region. The Government must support further roll-outs of automated vehicles and electric vehicles so the state is not left on the back foot when it comes to this technology.

Despite recent investments, poor road infrastructure and substandard transport options remain obstacles to free movement and accessibility for many in regional NSW. In particular, first-mile and last-mile journeys from major transport interchanges remain particularly difficult for regional travellers, leading to a reliance on car-based travel.

The NRMA welcomes the actions outlined in the recently released *Draft Regional Infrastructure and Services Plan* relating to improved public transport in regional NSW, particularly regional trunk public transport services incorporating extended TrainLink coach services, flexible transport services to provide new or improved coverage to areas where public transport is difficult to provide, and reduced rail journey times through rail timetable and network improvements.

As the NRMA continues to evolve in the delivery of travel and tourism experiences nationwide, the organisation looks forward to working with Government to identify the next generation of step changes that will keep the community safe while travelling, increase mobility, open the community up to greater opportunities, and allow travellers to discover our great country.

We were born to keep you moving.

In framing our submission to the 2018-19 NSW Budget, the NRMA is seeking to promote programs, initiatives and key infrastructure projects that align with the values of our organisation. As our organisation grows and evolves, so too do our priorities and focus. We have 2.6 million Members, but 5 million customers across our roadside assistance, car rental, accommodation and travel businesses. Peace of mind, value for money, discovering destinations and community inclusion have all been identified as values important to our Members.

Peace of Mind

At the NRMA, peace of mind is about feeling safe during your journey and at your destination. The NRMA has provided peace of mind for close to a century; providing reliable and trusted assistance to motorists on the road and before they head on their journey.

Members of the community deserve to be able to use our roads, public transport networks, cycle lanes and footpaths without limitations or compromises to personal safety or security. The NRMA believes that governments, transport operators and individuals have an obligation to prioritise safety so that the whole community has peace of mind as they go about their day-to-day activities getting from A to B.

We need to invest in road and public transport infrastructure, protect vulnerable road users, as well as encourage safer driving and the purchase of safer vehicles. There is a need to improve the amenity and reliability of public transport services and interchanges to mitigate safety concerns that prevent people from utilising these services, particularly late at night, in remote areas, or by people with a disability.

Addressing the recent spike in the road toll must be a priority for the state. The NSW Government is to be commended for its Draft Road Safety Plan, and the solutions identified to address the rising road toll.

The next major tool to prevent and reduce loss of life is likely to be driven by technology and eventually automated vehicles, as was seen with seatbelts and random breath testing. Innovative technology solutions must be explored further in the Road Safety Plan to deliver the next step change required to reduce casualty incidents involving young drivers, drivers distracted by smart devices, drugs and alcohol, and major accidents on country roads as we head to an automated future.

While we move towards an automated future, however, continuing investment in infrastructure upgrades to the Pacific Highway, Princes Highway and Great Western Highway will improve the safety and useability of these roads. Increases in funding for local government to address maintenance shortfalls, as well as reinvestment in the Pinch Point Program and Community Road Safety Fund are key initiatives to keep the community safe. The F6 extension and Moorebank Intermodal Terminal will address future infrastructure needs as our urban growth centres continue to grow.

Value for Money

While one of the most desirable places to live in the world, the cost of living in Australia is substantial. This is particularly the case in New South Wales.

The average Australian struggles with the cost of living including rent, utilities, motoring and transport. Transport alone represents 14.1 per cent of household incomes and the car is the second most expensive purchase after the family home.

The NRMA remains passionate about fuel price transparency and providing the community with real-time information that can contribute to significant transport cost savings each year. NRMA's fuel price app that was launched in August 2016 has put the power into the hands of consumers to research for the cheapest fuel in their local region.

There is a need to ensure all modes of transport, whether they be the car, bus, rail, ferry are affordable and equitable so members of the community remain connected to employment opportunities, education, health care and holiday destinations. The inequity of regional transport services must be addressed as part of this equation.

The NSW Government should constantly strive to make transport and accessibility as affordable and efficient as possible. Whether targeting congestion, encouraging asset sharing or looking at new transport delivery methods, desirable mobility outcomes can be achieved through appropriate planning, investment and innovation.

Further, the NRMA believes that all Australians should have access to affordable holiday options, providing an opportunity to recharge and reconnect with family. This features core in our recent investment in holiday parks across the nation. There is a need to ensure that prime crown land sites remain available for use by all members of the community, including those looking to holiday on a budget.

Discovery

There is inherent value in connecting with family and discovering different destinations through travel. Research indicates a holiday reduces stress and anxiety while boosting the mental and physical health of the entire family. Families who holiday together undergo shared experience, communication and togetherness, escape and relaxation and experiential learning, all which contribute positively to well-being and to relationships¹.

The NRMA has long assisted Members to discover the best holiday destinations in NSW and help them arrive safely at their destination. The NRMA provides roadside assistance to 270,000 travellers each year, facilitates 450,000 trips through its Thrifty Car Rental service, and is now the second largest operator of holiday parks across Australia.

The NRMA wants Australians to fall in love with Australia, recognising that approximately 85 per cent of domestic overnight trips are completed by car. Facilitating tourism in regional NSW is also a way of diversifying the economies of regional communities and encouraging employment.

¹ https://www.huffingtonpost.com/jill-l-ferguson/health-benefits-of-taking-a-vacation_b_9384466.html

Contrary to the popular view, regional Australia is not uniformly in decline. Many regional communities, particularly where adjacent to a metropolitan centre, such as Queanbeyan and Tweed Heads, or on the coastal strip, such as the Northern Rivers and Central Coast, are experiencing significant growth, particularly from a travel perspective².

In order to ensure tourism continues to grow, government and industry must partner together to deliver the state's tourism strategy. By its nature, small enterprises with little capability for cross-sector collaboration are heavily represented in the sector. The coordinating capability of large participants or government is essential to support growth, particularly in regional areas where the market is currently fragmented.

Funding must be maintained for Destination NSW to promote regional dispersal and major event visitation. Significant work is already underway to develop Destination Management Plans for each of the regions, and these networks should be supported by a revised Visitor Economy Industry Action Plan to guide the development of the sector beyond 2020.

Community

For the NRMA, community is about simplified movement and connectivity for individuals and groups in both urban and rural environments. The right mix of new and improved motorways, rail infrastructure and parking facilities, aided with technological initiatives such as parking share and vehicle autonomy, will support individual freedom and improve fair and equitable mobility options.

Access to transport is vital to ensure people remain connected to economic and education opportunities as well as vital health and social services. Without access to transport, individuals are denied the opportunity to participate fully in society and therefore are likely to be marginalised.

Despite its importance, some of our citizens are physically excluded from use of transport due to inadequate infrastructure (such as ramps and lifts) or face excessive time and financial penalties for transport use.

Many of our remote communities and regional hubs lack integrated transport systems. Despite recent investment in the regions, poor road infrastructure and substandard transport options remain obstacles to free movement and accessibility. Accessible, cost effective, frequent and reliable public transport is necessary to facilitate employment, tourism and travel for essential services such as health care, as well as access to social networks.

Despite the record investment in public transport infrastructure, there is still a need to provide further investment to meet current and future challenges associated with urban growth. This must include evaluating current forms of public transport and identifying ways to better operate, deliver enhancements, and connect to the broader network. The NRMA is particularly focused on investigations into on-demand services in completing first and last mile journeys at cost-effective prices, as well as the government and private sector working together to develop innovative customer-focused transport solutions.

² <http://www.regional.org.au/au/countrytowns/global/collits.htm>

Planning for growth and changing community needs will be one of our greatest transport challenges, particularly in light of the trends towards greater individualisation of services and also towards the sharing economy.

Addressing cost of living pressures

The rising cost of living is a considerable concern for Australians. Household incomes remain flat and are expected to remain flat over the next 10 years. Over the past decade average weekly earnings for Australian income earners have risen 37 per cent while wage price inflation has risen 36 per cent according to Australian Bureau of Statistics. Economic forecasters are expecting this trend to continue.

This means any increase in the cost of living including utilities and transport costs pinches the back pocket, impacting the family budget and disposable incomes.

Increased cost of living has a roll on effect to quality of life as it reduces discretionary spend on items such as holidays and travel which are important for health and wellbeing.

Rising cost of utilities

The rising cost of electricity across Australia and NSW is a rising concern for families. Electricity prices have risen 55.9 per cent over the past seven years in Australia and 51.5 per cent in Sydney alone³. Gas prices have risen 50.5 per cent across Australia and 37.7 per cent in Sydney. Approximately three quarters of energy complaints in NSW are about electricity, with rising numbers of complaints around affordability, credit and customer service when assistance is requested⁴.

Weekly transport costs

Transport is the single largest weekly cost for many Australians. The price of fuel and the cost of running a car are predictably at the top of the list of issues that hits the motorists' hip pocket.

The motor car is currently the second most expensive item that Australians purchase after the family home⁵. The average Australian metropolitan household pays \$17,485 per annum in transport costs, representing 14.1 per cent of household income. For Sydney, the average household spends \$22,350 per annum on transport⁶. Households in the Wagga Wagga region currently pay \$ 13,015 in transport.

Analysis undertaken by the Australian Bureau of Statistics indicates four out of the top 20 expenditure classes are transport-related costs, that is, automotive fuel, the motor vehicle itself, and motor vehicle expenditure including maintenance and repair (see Figure 1)⁷.

³ ABS Consumer Price Index 6401.0 various publications.

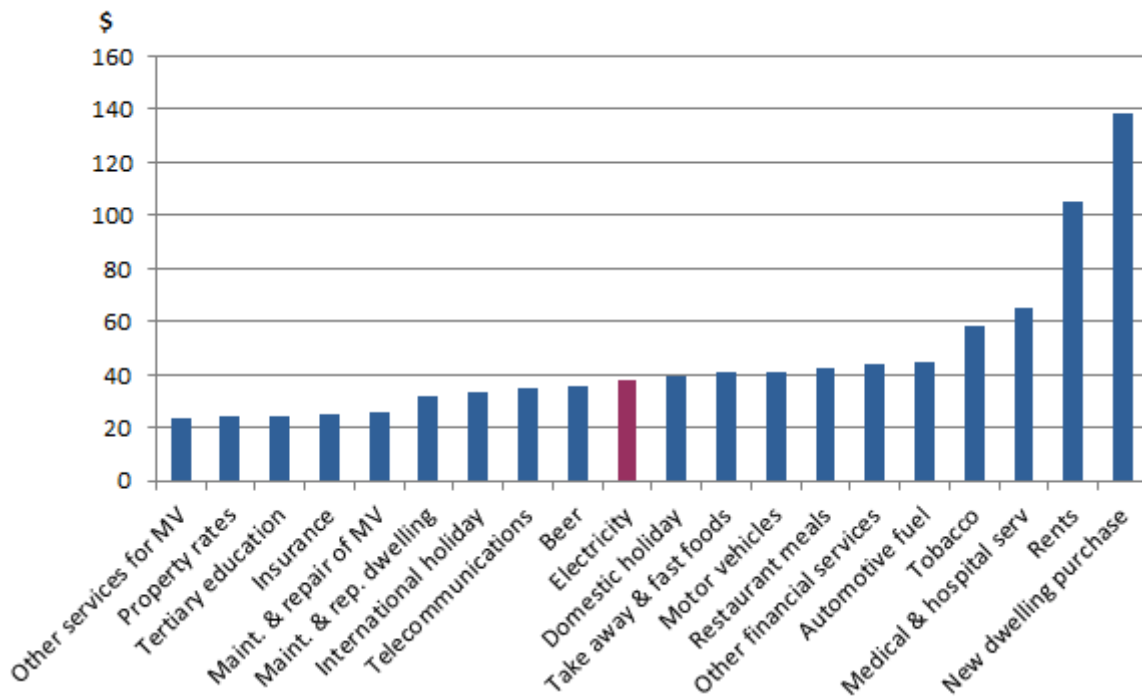
⁴ <http://www.abc.net.au/news/2017-10-11/nsw-energy-complaints-trending-upwards-report-shows/9036484>

⁵ AAA Transport Affordability Index September 2017

⁶ AAA Transport Affordability Index September 2017

⁷ Australian Bureau of Statistics (ABS) Catalogue 6401.0 March Quarter 2017

Figure 1: Top 20 CPI Expenditure Classes Ranked By Average Weekly Household Expenditure, 2017



Source ABS Catalogue 6401.0 March Quarter 2017

As Figure 1 illustrates, automotive fuel is the fifth ranked cost item by average weekly household expenditure. Along with the cost of fuel and running a motor vehicle, the impact of longer journey times is delivering lost productive time to all transport users.

Rising congestion costs

The time spent travelling to work and the cost of transport has risen substantially over the past two decades. The current economic cost of traffic congestion in Sydney to be in excess of \$6.9 billion annually, with this number expected to rise to \$13 billion by 2031⁸.

The typical Sydney worker now spends over six weeks in equivalent travel time commuting a year. Growing congestion and limited access to public transport in the growing outer suburbs in Sydney is also of particular concern and note. For instance, travel times from outer western suburbs to the job rich CBD regularly exceed 90 minutes, while in some suburbs less than 25 per cent of the population reside within 400 metres of public transport.

With the average Sydney family now paying over \$22,000 a year for transport, it is imperative that the Government facilitate investment in all modes of transport, whether it be road infrastructure, public transport or on-demand services to be the growing mobility needs of the NSW population.

⁸ Australian Government Department of Infrastructure and Regional Development: Bureau of Infrastructure, Transport and Regional Economics, Traffic and congestion cost trends for Australian Information Sheet No 74 p.26

2018-2019 Budget Recommendations

The NRMA's 2018-19 Budget Submission is seeking to promote programs, initiatives and key infrastructure projects that align with the strategic priorities and values of our organisation, balancing social outcomes, Member value and business sustainability.

This submission provides the NSW Government with recommendations that aim to address the infrastructure and mobility challenges of the future. The NRMA urges the NSW Government to consider these recommendations carefully as they offer the greatest opportunity to reduce congestion, improve connectivity and social engagement and save lives on NSW roads. Ultimately, these projects will enhance the liveability of NSW.

2018-2019 Budget Priorities

Peace of mind

Adequately fund initiatives identified in the Road Safety Plan 2021 to reduce the road toll, including investigating the delivery of a Speed Awareness Course and connected car technologies that address driver distraction, fatigue and drug and alcohol use.

Annual funding for road safety campaigns should be increased to \$40 million, and causality data should be reviewed periodically to ensure that campaigns most effectively target the most common causes of crashes.

To promote NSW as the destination of choice for connected and automated trials, the NSW should actively promote consumer trials in specific urban and regional locations (sandboxing and road network testing).

Allocate appropriate resources to fast-track amendments to road rules to support connected and automated vehicles.

Establish a \$150 million Smart Infrastructure Fund to encourage local councils to adopt new and innovative solutions to tackle key road and transport problems.

Examine reforms to support customer-centric service delivery within NSW Trains.

Identify innovative funding solutions to fast-track and clear the infrastructure backlog, including providing greater engineering support within adjoining council areas to undertake necessary works.

Expand the current local government infrastructure backlog fund to address growing regional backlog.

Ensure construction of the final stage of the Pacific Highway duplication between Woolgoolga and Ballina is expedited and completed before 2020 and deliver flyover for Hexham.

Expedite the Albion Park Rail Bypass and provide funding and timetable commitments to the Dapto off-ramp.

Develop an action plan and commit \$500 million to improve road safety at high risk sections of the Princes Highway south of Jervis Bay Road.

Commit funding to resolve ongoing safety issues on the Kings Highway, including mobile black spots at Clyde Mountain and Braidwood.

Commit funding to commence road safety improvements on the Great Western Highway between Katoomba and Mount Victoria.

Urgently provide a funding commitment to add new overtaking lanes on the Great Western Highway and the Mitchell Highway.

Fund and construct road safety improvements on the Newell Highway, including flood mitigation works

Fund and construct road safety improvements on the tourist route – Main Road 92 – between the NSW Southern Highlands and the coast.

Value for Money

Establish a fund to supplement the rollout of electric vehicle charging infrastructure around the state.

Establish an inter-governmental working group to co-ordinate the transition to electric road transport. The scope of the working group should include the examination of the role electric vehicles could play in supporting the efficiency of the national electricity grid.

To support the transition to an electric vehicle future, research and development in electric vehicle batteries and other technologies should be encouraged through the provision of grant funding.

The NSW Government through Transport for NSW and the Commissioning and Contestability Unit should provide funding to undertake a major review of public transport delivery which could include developing a franchising pipeline for public transport services.

Subject to the outcome of the commuter car park trial on the B-Line, Opal card integration should be rolled out across commuter car parks to provide public transport users with a seamless journey. Non-users of public transport utilising commuter car parks should be charged based on time and duration of stay.

The NSW Government through Transport for NSW should undertake a feasibility study for a number of Park and Ride sites adjacent to current and future public transport infrastructure sites to widen the supply of commuter parking across the network.

To support increased patronage, the provision of commuter car parking at Leppington and Edmondson Park stations should be a priority.

The NSW Government should consider the development of a holistic parking strategy for Metropolitan Sydney, Newcastle, Wollongong and other major commuting centres such as the Central Coast.

Implement incentives for car-share by allocating preferential car-share space in commuter parking facilities and under-utilised government car parking and public parking spaces in the Sydney CBD.

Investigate opportunities to increase parking share in the Sydney CBD and urban growth centres, and introduce contestability of existing parking spaces in these areas.

Discovery

Progress the mid-term review of the Visitor Economy Industry Action Plan and provide funding for the development of the new plan beyond 2020.

Maintain funding for Destination NSW in real terms to promote regional NSW to interstate and international visitors.

Harmonise fares, timetabling, ticketing systems (e.g. Opal integration) and concessions in border areas as a priority.

Deliver actions from ACT-NSW Government MOU for cross-border transport collaboration, acknowledging Canberra Airport's potential as a gateway to Southern NSW and logistics hub for NSW produce.

Maintain funding for the Regional Growth – Environment and Tourism Fund, and allow local government to tender local road upgrades to regionally significant tourism attractions as part of this program.

Commit to the progressive roll-out of tourism and directional signage that is clear and consistent.

Identify high-potential regional locations that would benefit from participating in the City Deals scheme.

Continue to progress legislative reform to support Crown land release for tourism purposes, including in and around Western Sydney Parklands.

Investigate the opportunity to progress the contestability of management contracts of Crown Land Holiday Parks.

Finalise and release the 10 year Cruise Development Plan.

Increase funding for wharf maintenance, and commit to commuter wharf upgrades to allow dual berthing to increase capacity and ferry movements during peak periods.

Community

Accelerate and expand the NSW Transport Access program in order to deliver greater accessibility outcomes for the elderly, people with disability, and those travelling with prams and small children.

Review availability of fleet vehicles in NSW for on-demand transport purposes and identify any gaps.

Explore phasing out of pre-existing vehicles in network to smaller, more flexible vehicles modifying their travel route and plans.

Expand on-demand trials to other locations in regional NSW.

Work with local councils to establish appropriate zoning, planning and marketing to support take-up of on-demand schemes.

The NSW Government should fund a pilot program to improve mobility for people living with disabilities.

Additional funding should be allocated to support Learner Driver Mentoring programs for indigenous communities.

Recognise the importance of emerging technologies for young people in high schools and encourage schools to participate in programs such as the Future of Transport Challenge.

Allocate funds to support rail corridor preservation for the Western Sydney Airport Rail Link and provide a timeframe or criteria for its construction.

To support the infrastructure plan for Western Sydney Airport and the North West and South West growth centres, immediate corridor preservation and planning for a connecting north-south motorway through Western Sydney should be prioritised.

Commit funding to the planning of Stage 2 of Parramatta Light Rail to Sydney Olympic Park.

Allocate funds to fast-track a construction timeline for the Sydney Metro West project.

Complete construction of WestConnex, including the Stage 3 M4-M5 Link.

Planning and project development work for F6 extension Stage 1 should be expanded to capture the remainder of the route through to the Illawarra to alleviate congestion and improve amenity through Southern Sydney and the Illawarra.

The preferred Western Harbour Tunnel and Beaches Link route should be finalised and announced, along with a financing and funding model to support construction and operation.

Work with the Australian Government to progress investment in key road projects to support the development and future operations of the Moorebank Intermodal Terminal.

Develop a financing and funding model to support construction and operation for faster rail links between Sydney and Newcastle, Gosford, Wollongong and Canberra.

Set a timetable to accelerate transfer of Heavy Vehicle Regulatory powers to the National Heavy Vehicle Regulator.

Preserve a road corridor to allow for the future construction of a Bells Line Expressway.

The NRMA recommends that the results of the Sydney Gateway business case are publicly released and a timetable for construction be made available.

Support planning for Inland Rail route in NSW through freight corridor preservation and community consultation, including an investigation of passenger rail links to regional airports and intermodal hubs at regional centres.



2018-19 Budget Priorities

Peace of Mind

Road Safety Plan 2021

Road safety is an issue that affects the entire community. The NRMA's *2017 Cost of Crashes* report indicated fatalities and serious injuries costs the NSW economy \$35.7 billion a year. The NRMA believes this figure is unacceptable when considering the impact crashes have on families, the community and the healthcare system in NSW.

Despite our best intentions and a range of new initiatives, the road toll has continued on an upward trajectory. The NRMA believes it is more critical than ever to meet the target of reducing the road toll by 50 per cent by 2021, given the recent increase in the road toll, with regular revisions to track the state's progress.

The NRMA commends the NSW Government on the development of the draft Road Safety Plan 2021. The Road Safety Plan 2021 will be a critical tool in identifying how the state will reduce fatalities and serious injuries on our roads in the short-to-medium term.

The Road Safety Plan 2021 must identify action items and appropriate timelines for implementation to reduce the road toll. Appropriate funding must also be provided to the leading agency to deliver these outcomes.

The plan should also place greater emphasis on the opportunity for technology and innovative in-car and smart infrastructure in providing the next step change to reduce the road toll, particularly with regards to driver distraction, fatigue and drug and drink driving

Road Safety Campaigns

The NSW road toll had been trending down for a number years with the 2014 road toll the lowest since 1923. However, in 2016 the road toll rose for the second consecutive year. This upward trend is alarming and indicates more needs to be done.

When considering 94 per cent of all crashes on our roads are caused by human error, the amount spent on education and enforcement is disproportionate in comparison to funds for road treatments, infrastructure upgrades and in-vehicle technology. More needs to be done to educate drivers on the impact their behaviour can have on their own safety, and the safety of others.

The importance of targeted public awareness campaigns is supported by a *Guide for Policy Makers: On Reducing Road Fatalities* produced by PwC and Loughborough University, which emphasises the importance of education and enforcement as part of a holistic approach to road safety⁹.

A conservative estimate of publicly available information reveals over \$20 million has been spent on road safety campaigns¹⁰. In comparison, the Victoria Government spent over \$78 million on marketing and road safety public education campaigns over the same period.¹¹

⁹ PwC & Loughborough University. (2017). *Guide for Policy Makers: On Reducing Road Fatalities*.

¹⁰ NSW Government Advertising – Media Expenditure by Campaign 16/17.

¹¹ Transport Accident Commission. (2017). Annual Report 2016/17.

The NRMA believes funding should be increased to a minimum of \$40 million per annum in order to provide maximum saturation of important road safety campaigns. The Centre for Road Safety should also investigate initiatives such as a Speed Awareness Course in encouraging behavioural change in drivers.

Incident trends should also be periodically reviewed to ensure that campaigns are relevant in eliminating behaviours that are known to significantly increase the risk of deaths and injuries on our roads.

Recommendation

Adequately fund initiatives identified in the Road Safety Plan 2021 to reduce the road toll, including investigating the delivery of a Speed Awareness Course and connected car technologies that address driver distraction, fatigue and drug and alcohol use.

Annual funding for road safety campaigns should be increased to \$40 million, and causality data should be reviewed periodically to ensure that campaigns most effectively target the most common causes of crashes.

Connected and Automated Vehicles

The growth of connected and automated vehicles will usher in enormous safety benefits that are likely to spread broadly throughout the community. Greatly improved safety, better transport interconnectivity, reduced emissions and congestion improvements are just some of the promised benefits of a connected and automated vehicle future.

The NRMA commends the NSW Government for introducing the *Transport Legislation Amendment (Automated Vehicle Trials and Innovation) Bill 2017*, as well as the Parliament of NSW for supporting the legislation.

With fully automated vehicles likely on our roads from 2025, the NSW Government should actively promote NSW as the destination of choice for connected and automated vehicle trials. Original equipment manufacturers and shuttle operators should be invited to run citizen focused trials similar to the Volvo Drive Me project to encourage understanding and acceptance of these technologies among the community.

Broad acceptance of these technologies will only occur if consumers deem them to be safe and relevant to their everyday needs. This has been realised by companies such as Volvo, who are currently trialling connected and automated vehicles on commuter routes using volunteer members of the public.

The NSW Government should encourage trials to be conducted in specifically defined areas (sandboxing), as well as across the broader road network (road network testing), to demonstrate the benefits of automation, and to increase collaboration and knowledge.

As an example, the NRMA is very supportive of the EOI that University of Newcastle has lodged with the Smart Innovation Centre to establish the Agile Urban Transport Open Network to make it easy for Newcastle to be a test bed for automated vehicles.

Connected and automated vehicle trials should give particular focus to citizens that presently have limited mobility options such as the elderly, people with disability, and those living in remote areas.

Recommendation

To promote NSW as the destination of choice for connected and automated trials, the NSW Government should actively promote consumer trials in specific urban and regional locations (sandboxing and road network testing).

Connected and Automated Vehicle Regulations

The regulatory environment that manufacturers and users of connected and automated vehicles must navigate is complex. Some parts of current legislation does not provide scope to consider connected and automated vehicles on roads, and all current road rules assume that a human being is in control of a vehicle.

Current road rules should be amended to:

- Separate the concept of controlling the motion of a vehicle from the concept of ensuring a vehicle complies with the road rules.
- Permit an automated driving system to 'watch the road' and control the motion of a vehicle (i.e. control steering, acceleration and braking).
- Allow the police and enforcement agencies to issue traffic infringement notices to a registered vehicle operator when a vehicle is being driven by an automated driving system.

With Audi launching a Level 3 automated driving system in 2018, the NRMA believes the time has come to recognise that a vehicle can be "driven" by an automated driving system. To achieve this outcome, the concept of the "vehicle operator" must be introduced into legislation.

The vehicle operator would be defined as the person (including a corporation) that "operates" a vehicle. A person would "operate" a vehicle if the person drives the vehicle, or causes an automated driving system to drive the vehicle.

The following NSW legislation refers to the "driver" of a vehicle and should be amended to remove this outdated assumption:

- Road Transport Act 2013
- Roads Act 1993
- Roads Regulation 2008
- Passenger Transport Regulations 2007
- Tow Truck Industry Act 1998
- Crimes Act 1900

As highly and fully automated vehicles appear on Australian roads in larger numbers, and as future transport options and technologies progress, other associated legislation may require amendment. Shared services, connected infrastructure, point-to-point transport and existing transport business models will likely affect the regulatory environment into the future. As technology progresses, it will become important for legislators to be agile and open to amending legislation when deemed necessary.

Recommendation

Allocate appropriate resources to fast-track amendments to road rules to support connected and automated vehicles.

Smart Transport Technology

Technology is rapidly transforming every aspect of our daily lives. From the way we commute to the way we interact with each other, new and disruptive technologies have significantly altered our social and economic landscape, and have opened up endless opportunities for positive change across all sectors of the economy.

The NRMA recommends that the NSW Government establish a \$150 million Smart Infrastructure Fund to help local communities tackle key road and transport problems such as traffic congestion, parking, road safety or community transport by trialling and adopting new and innovative technological solutions. The Smart Infrastructure Fund must be contestable to all local councils and the criteria for funding should be determined by whether solutions embrace smart technologies to either reduce congestion, improve safety or enhance mobility.

Recommendation

Establish a \$150 million Smart Infrastructure Fund to encourage local councils to adopt new and innovative solutions to tackle key road and transport problems.

Customer service standards on NSW Trains

There is currently inequity in the reliability and service standards provided for regional rail services compared to metropolitan services. Commuters and travellers based in non-metropolitan areas deserve the same peace of mind that their service will be on-time and reliable as urban travellers.

Currently, NSW TrainLink aims to have 78 per cent of regional train services arrive at their destinations within ten minutes of the scheduled time, compared to a target of at least 92 per cent of peak services to arrive within five minutes for Sydney Trains suburban services and six minutes for intercity services.

While an upgraded XPT, XPLOER and Endeavour train network will go some way to enhancing the reliability of the network by replacing older unreliable trains, NSW TrainLink should aim for service standards that are equal to the service targets of Sydney Trains. Citizens in regional NSW should not receive lesser service because they do not live in Sydney, Wollongong or Newcastle.

The NRMA believes that Transport for NSW and NSW Trains should investigate ways in which the reliability and service standards of regional train services can be improved. Poor rail standards impact on tourism, business and economic opportunities for those living in regional areas. Private sector involvement should be considered in the delivery of upgraded services.

Recommendation

Examine reforms to support customer-centric service delivery within NSW Trains.

Road infrastructure upgrades and improvements

Poor quality infrastructure can dramatically affect the severity and outcome of crash incidents on our roads. Addressing the quality of local roads, identifying black spots and areas with high incidences of crashes requires immediate attention of Government. By addressing the quality of our road network, we can provide real peace of mind for residents and visitors in NSW.

NRMA understands that Rebuilding NSW funds have been allocated to a number of programs to boost investment in regional NSW. Fixing country roads, repairing bridges and regional growth roads funding needs to be accelerated to meet the challenges of the regional road network. Investment in regional infrastructure is important for supporting long term economic growth and strong communities.

Local road funding

Local roads represent 80 per cent of the road network in NSW. The NRMA's *Funding Local Roads* report revealed the infrastructure backlog deficit across NSW has risen 13.2 per cent from \$1.73 billion in 2014-15 to \$1.96 billion in 2015-16. For regional councils, the deficit has risen even higher, up 17.2 per cent from \$1.33 billion in 2014-15 to \$1.56 billion in 2015-16, with the Hunter and North Coast regions accounting for 40 per cent of the total regional backlog¹².

Innovative funding solutions must be identified to clear the infrastructure backlog. This includes building and sharing engineering capacity across adjoining council areas to achieve greater economies of scale and clear the infrastructure backlog sooner.

Given the extended period that current road funding programs have been in operation, the NRMA would welcome a review of the effectiveness of these programs in addressing infrastructure backlogs, including eligibility criteria and processes for regional local councils to undertake to access funding.

Currently the structure of road grants tends to favour heavily populated local councils. Geographically larger and less populated regional centres are disadvantaged when attempting to attract sufficient funding to maintain their critical asset bases.

While a more appropriate and sustainable funding solution is examined, the NRMA strongly recommends that the existing local government infrastructure backlog fund be significantly expanded.

¹² NRMA (2017) *Funding local roads: Recommendations to clear the infrastructure backlog, ACT & NSW roads*, August 2017

Recommendation

Identify innovative funding solutions to fast-track and clear the infrastructure backlog, including providing greater engineering support within adjoining council areas to undertake necessary works.

Expand the current local government infrastructure backlog fund to address growing regional backlog.

Pacific Highway completion

The NRMA has long fought for the full duplication of the Pacific Highway to a dual lane divided carriageway between Hexham and the Queensland border. The NRMA notes the significant investment made by the NSW and Australian Governments in addressing the safety elements of this road. The NRMA believes that the final stage of duplication of the Pacific Highway between Woolgoolga and Ballina must be completed before 2020.

A flyover for Pacific Highway at Hexham is also overdue; project planning began in 2004, with the revised design for a dual carriageway bridge between Tarro and Tomago was released in 2015. This project is still in the planning stage. As well as tackling traffic congestion during holiday periods, improvements would open up underutilised industrial opportunities in Raymond Terrace.

Recommendation

Ensure construction of the final stage of the Pacific Highway duplication between Woolgoolga and Ballina is expedited and completed before 2020 and deliver flyover for Hexham.

Albion Park Rail Bypass

The NRMA notes that the NSW Government has committed to a number of important upgrades to the Princes Highway. It is noted that the NSW Government allocated \$550 million in the 2017-18 Half-Yearly Review of the NSW Budget to construct the Albion Park Rail Bypass. The NRMA is now seeking timetable and funding commitments to the Dapto off-ramp.

Recommendation

Expedite the Albion Park Rail Bypass and provide funding and timetable commitments to the Dapto off-ramp.

Princes Highway (South of Jervis Bay Road)

While the NSW Government has invested in significant improvements to the Princes Highway, the Highway still requires significant upgrades, particularly south of Jervis Bay Road to the Victorian border. The NRMA's audit of the Princes Highway identified 16 sections of the highway that are considered high risk to motorists. It is further noted that over the period 2010-15, 1,240 casualty

crashes and 34 fatalities occurred on this section of the highway. The economic cost of these crashes is estimated to be in the order of \$94 million per year.

Recommendation

Develop an action plan and commit \$500 million to improve road safety at high risk sections of the Princes Highway south of Jervis Bay Road.

Kings Highway

The Kings Highway provides a critical link between the ACT and the South Coast of NSW. However, additional spending on the Kings Highway is required to address road capacity and to improve road safety. The NRMA is specifically concerned about the following safety issues on the Kings Highway:

- Roadside hazards at Braidwood.
- Pedestrian crossing facilities at Bungendore and Braidwood.
- Safety improvements to the Nelligen Bridge.

Further, mobile coverage black spots at Clyde Mountain and Braidwood create significant issues for motorists during extreme weather and the holiday season. As a result, police resources are often diverted to the area during long weekends and the holiday season to ensure motorists are not stranded in this area for extended periods of time.

Recommendation

Commit funding to resolve ongoing safety issues on the Kings Highway, including mobile black spots at Clyde Mountain and Braidwood.

Great Western Highway Safety Upgrades (Katoomba to Mount Victoria)

The NRMA believes the NSW Government should focus on safety improvements on the highway between Katoomba and Lithgow, recognising the completion of improvements that have occurred to the Great Western Highway between Emu Plains and Katoomba. The NRMA notes that the NSW and Australian Governments have allocated \$250 million to undertake these important upgrades and that the Forty Bends Upgrade has now been completed. Projects including Katoomba to Mount Victoria and Mount Victoria Village safety improvements require specific funding commitments in the 2018-19 Budget.

Recommendation

Commit funding to commence road safety improvements on the Great Western Highway between Katoomba and Mount Victoria.

Great Western Highway Safety Upgrades (Lithgow to Bathurst) and the Mitchell Highway

The NRMA has long advocated for the need to upgrade the Great Western Highway between Lithgow and Bathurst. These upgrades include additional overtaking lanes to address the impact of heavy vehicle traffic in and around Bathurst. The NRMA also calls on the NSW Government to

consider adding new overtaking lanes between Bathurst and Dubbo on the Mitchell Highway and a timeframe for Lithgow to Orange road corridor improvements.

Recommendation

Urgently provide a funding commitment to add new overtaking lanes on the Great Western Highway and the Mitchell Highway.

Newell Highway Safety Improvements

The Newell Highway is NSW's longest highway and is an important national freight route with large numbers of heavy vehicles using the highway on a daily basis. The NRMA has long advocated for safety improvements on the Newell Highway to reduce the number of fatalities on this important stretch of road.

The NRMA was pleased that during 2011 to 2015, the Newell Highway recorded one of the largest declines in fatalities, with a 48.4 per cent decrease in the number of lives lost from 62 to 32. This reduced the cost to the community from \$463.21 million to \$239.08 million in 2011-15.¹³

However, the NRMA believes more improvements can be made. These include:

- Completing the 57 overtaking lane locations as identified in 2011.
- Constructing eight additional rest sites for heavy vehicles under the Heavy Vehicle Safety and Productivity Program to ensure that rest areas are provided every 100 kilometres.
- Constructing the West Wyalong, Parkes, Coonabarabran and Dubbo bypasses to eliminate heavy vehicle movements through these towns to improve road safety.

The 2016 flooding of the Newell Highway between West Wyalong and Forbes had a major economic impact on the area's towns and the agricultural sector, as well as the national freight task. The NRMA supports the recommendations of the Newell Highway Taskforce to review the Newell Highway Corridor Strategy to flood insure the Highway. While this is a National Highway and should therefore be primary funded by the Australian Government, the NSW Government should also contribute a percentage share to this review and any required works.

Recommendation

Fund and construct road safety improvements on the Newell Highway, including flood mitigation works.

Main Road 92

Main road 92 connects Braidwood and Nowra via Nerriga as a tourist road linking the Southern Highlands region to the Illawarra coast. It is a road that has numerous safety concerns that need to be addressed for residents and tourists. Roads and Maritime is currently planning the replacement of Charleyong Bridge over the Mongarlowe River, Marlowe.

Both this project and further upgrades to the existing road are required to deliver wider traffic lanes, improved road approaches and reduced ongoing maintenance costs.

¹³ NRMA. (2017). *The Cost of Crashes: An Analysis of lives lost and injuries on NSW Roads*.

Recommendation

Fund and construct road safety improvements on the tourist route – Main Road 92 – between the NSW Southern Highlands and the coast.



Value for Money

Electric Vehicles

Manufacturers and technology companies are rapidly moving the automotive industry towards an electric and automated future. Governments overseas are supporting the transition by putting in place petrol and diesel bans aimed at achieving zero emissions.

With Australian commercial vehicle manufacturing now ceased, we are fully reliant on importing vehicles for personal and commercial use. With such a significant emphasis on electrification worldwide, it is essential that we plan and prepare for an expanded electric vehicle fleet.

Although electric vehicles are currently priced higher than conventional vehicles, several forces are changing this, including more efficient batteries being produced in greater quantities. Governments around the world are addressing this cost premium in the short term by providing consumers with incentives to purchase electric powered vehicle alternatives.

Without similar support in place in NSW and Australia, manufacturers have been hesitant to bring electric vehicles to our market, which has restricted adoption and the expansion of the electric vehicle fleet.

To support electric vehicle uptake and remove a significant barrier to adoption, a fund to supplement the rollout of charging infrastructure should be established. The NRMA has already committed \$10 million to establish at least 40 fast-charging stations around NSW and the ACT to support greater visitor dispersal and address 'range anxiety' experienced by current electric vehicle owners.

Blacktown City Council also recently announced an agreement with ENE-HUB, which will see 10 'smart poles' installed on public roads in the LGA. The smart poles, which provide Wi-Fi and LED lighting, will incorporate charging points for electric vehicles and will be free to access for a period of three years.

Consumers are unlikely to commit to the mass uptake of electric vehicles until they can be confident that access to adequate charging opportunities exist. An inter-governmental working group should be established to co-ordinate the transition to electric road transport.

The utility benefits of electric vehicles

The Future is Electric paper by the NRMA highlights the fact that if properly managed, electric vehicle charging could deliver capacity to the electrical grid by providing stored energy that could be distributed across the network when required.

Through the use of smart meters and similar devices, electric vehicle owners could actively manage their vehicle charging to ensure it occurs at periods of low electricity (spot) prices; during periods of high (spot) prices, surplus electricity stored within the vehicle's battery could be returned to the grid.

If this practice were to be incentivised and widely adopted, electric vehicles could potentially relieve pressure from the national electricity grid during the peak, making energy usage more efficient and reliable. The Finkel Review of 2017 supported the merits of this type of proposition in respect of the national electricity grid.

With the electric vehicle revolution looming, the role of electric vehicles in the future electricity grid should be explored, particularly their potential contribution to the network to address power security, efficiency and reliability.

Recommendation

Establish a fund to supplement the rollout of electric vehicle charging infrastructure around the state.

Establish an inter-governmental working group to co-ordinate the transition to electric road transport. The scope of the working group should include the examination of the role electric vehicles could play in supporting the efficiency of the national electricity grid.

Automotive Research and Development

With an innovative and entrepreneurial culture and one of the world's largest supplies of mineral resources required for battery production, Australia is well suited to developing industries that can support the global market for electric vehicles.

Globally, the number of electric vehicles sold each year is growing rapidly. Sales volumes exceeded 750,000 in 2016, representing a 40 per cent increase on the previous year. There are now more than two million electric vehicles on the road. BHP believes this figure could rise to 140 million by 2035¹⁴.

With Australian commercial vehicle manufacturing now ceased, the NSW Government should incentivise research and development in electric vehicle batteries and other associated technologies through the provision of grant funding.

Recommendation

To support the transition to an electric vehicle future, research and development in electric vehicle batteries and other technologies should be encouraged through the provision of grant funding.

Contestable public transport

The NSW Government's 2017 intergenerational report highlighted the stark need to rethink the way public services are delivered and funded. Declining revenue and the rising cost of delivering public services means that new ways need to be found to deliver services across the State that rely less on consolidated revenue.

Creating contestable events in the delivery of public transport can create improved customer service and value for money, as seen through the Newcastle Integrated Services Offering, Metropolitan Bus Contract re-tendering, NSW TrainLink Coach Services and the franchising of Sydney Ferries.

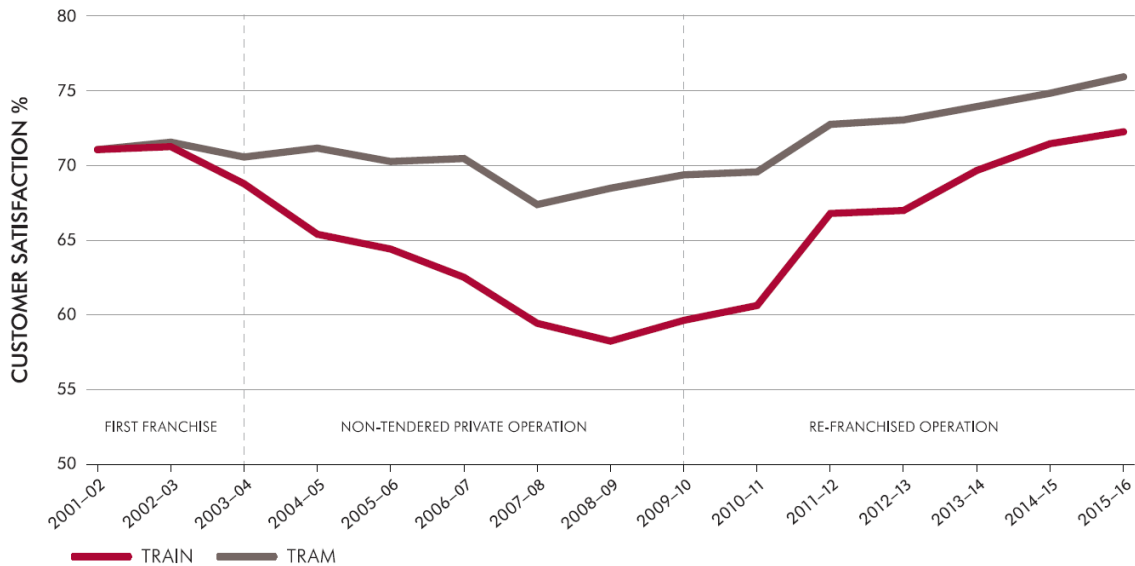
In 2016 the Auditor-General found that the decision to franchise Sydney Ferries resulted in a 12 per cent reduction in annual payments to the private sector operator and resulted in "cost savings, good service performance, and effective risk transfer from government to the private sector operator".

¹⁴ <http://www.mining.com/bhp-says-2017-tipping-point-electric-cars/>

Experience from interstate and overseas has shown that savings of around 30 per cent are able to be achieved on publicly operated services, with service levels also increasing.

More importantly, Infrastructure Australia's *Improving Public Transport* paper found improvements in customer satisfaction levels following the introduction of contestability for public transport¹⁵.

Figure 1: Public Transport Victoria, customer satisfaction index, train and trams



In 2016-17, the NSW Government made the commendable decision to fund the Commissioning and Contestability Unit (CCU). The NRMA believes this Unit should continue to look at ways to increase contestability in the delivery of public transport as a priority. In supporting contestability, the NRMA urges Government to prioritise customer service, innovation and value for money over cost savings. A review should examine potential franchising of bus and train services, for example.

These reforms complement the introduction of private sector operations alongside major public transport infrastructure investment including the CBD Light Rail and Sydney Metro, Gold Coast Light Rail and Capital Metro Light Rail.

Recommendation

The NSW Government through Transport for NSW and the Commissioning and Contestability Unit should provide funding to undertake a major review of public transport delivery which could include developing a franchising pipeline for public transport services.

Commuter car parking

The NRMA has long championed the role of public transport – buses, ferries, trams and trains – in providing mobility solutions for our Members and the broader community. We need a holistic approach to transport in our cities that encourages commuters to select the most cost-effective and efficient mode of transport to reach their destination.

¹⁵ Infrastructure Australia (2017) *Improving Public Transport: Customer Focused Franchising*, May 2017, p.27

Encouraging more people to use public transport, especially during peak travel periods, is a common sense response to improve travel outcomes and reduce congestion. Accessing public transport interchanges by use of personal vehicles remains a stumbling block to increasing public transport patronage and must remain a key priority.

The NRMA commends the NSW Government for releasing an additional 5,800 commuter parking spaces for motorists across Sydney and NSW. The NRMA also welcomes the intended increase to commuter car-parking on the Northern Beaches as a result of the B-Line project.

In spite of this investment, however, access to parking remains a major barrier. Once all projects under the Transport Access Program are completed, there will still be a chronic shortage of commuter car parking spaces throughout Greater Sydney.

The NRMA anticipates that the Transport Access Program would benefit from additional funding to expand the provision of parking spaces and accelerate delivery.

In order to ensure that commuter car parks are primarily used by commuters and to encourage mode switching, the NSW Government should consider linking the use of commuter car parks to Opal cards and charging those who are unable to prove the use of a transport service on that particular day.

Recommendation

Subject to the outcome of the commuter car park trial on the B-Line, Opal card integration should be rolled out across commuter car parks to provide public transport users with a seamless journey. Non-users of public transport utilising commuter car parks should be charged based on time and duration of stay.

The NSW Government through Transport for NSW should undertake a feasibility study for a number of Park and Ride sites adjacent to current and future public transport infrastructure sites to widen the supply of commuter parking across the network.

To support increased patronage, the provision of commuter car parking at Leppington and Edmondson Park stations should be a priority.

The NSW Government should consider the development of a holistic parking strategy for Metropolitan Sydney, Newcastle, Wollongong and other major commuting centres such as the Central Coast.

Car Sharing

McKinsey's Mobility of the Future report indicates that more than 30 per cent of transport users in urban populations will increase car-sharing usage over the next 10 years¹⁶. In Australia, car sharing now supports 66,000 users who have the ability to access 2,200 vehicles. It has many demonstrated benefits including:

- Reduced travel times and traffic congestion.
- Reduced parking times.

¹⁶

http://www.mckinsey.com/~media/mckinsey/dotcom/client_service/automotive%20and%20assembly/pdfs/mobility_of_the_future_brochure.ashx

- Personal health improvements from more walking.
- Reduced greenhouse gas emissions due to less cars on the road.
- More efficient vehicle usage.

The NSW Department of Finance, Services and Innovation (DFSI) trialled car-sharing for a period of three months in 2015. Following the trial's success, the Government announced it would roll out car-sharing in metro areas. In March 2016, DFSI became the first department to take up ride-sharing as an option.

The NRMA supports the provision of car-sharing and ride-sharing incentives to improve usage, increase efficiency and alleviate congestion. We support the trials that DFSI have undertaken.

Government departments and agencies have an opportunity to lead by example and extend car-sharing options across the public service.

While these trials are welcome, the NRMA believes that car-share incentives should be extended to the wider public through provision of specific priority spaces at commuter car parks and at under-utilised government car parking, public parking and commercial parking spaces in the city. This would incentivise car-share behaviour, promote the use of public transport, and increase parking access in the Sydney CBD.

Recommendation

Implement incentives for car-share by allocating preferential car-share space in commuter parking facilities and under-utilised government car parking and public parking spaces in the Sydney CBD.

Parking share

While on-street parking share arrangements provide documented advantages, greater benefits can be derived from off-street parking assets where the number of spaces available is multiplied. Idle urban parking assets in demand by commuters also offer revenue opportunities to the provider of those assets; increased utilisation equates to increased revenues.

The Colliers 2015 Parking Research White Paper found that parking demand continues to exceed supply within CBD locations across Australia. Growing workforce numbers, rising CBD resident populations and a resurgence in city retail is lifting demand for car parking¹⁷.

The NRMA supports share parking opportunities to alleviate urban congestion and provide additional capacity. Where government authorities manage parking assets, there is an opportunity to provide incentives aimed at facilitating greater utilisation.

Recommendation

Investigate opportunities to increase parking share in the Sydney CBD and urban growth centres, and introduce contestability of existing parking spaces in these areas.

¹⁷ http://www.colliers.com.au/find_research/speciality_reports_and_white_papers/car_parking_white_paper_2015/

Discovery

Visitor Economy Industry Action Plan

Tourism is a major contributor to the NSW economy. In 2016-17, tourism contributed \$26.7 billion to the state economy, with \$15 billion injected in regional communities, employing 84,600 people.

As we approach 2020, the industry must determine whether it has done enough to achieve its stretch target of doubling overnight visitor expenditure to \$36 billion. It is timely to consider how effective the state's strategies have been in growing international and domestic overnight expenditure, and the future direction of the sector beyond this milestone.

The NRMA welcomes the mid-term review of the Visitor Economy Industry Action Plan and the delivery of this report in early 2018.

The NRMA believes Industry Working Groups should be re-established to inform the next reiteration of VEIAP, with a particular focus on growing tourism and major event visitation in the regions. The plan should be governed by an independent Visitor Economy Taskforce led by industry to monitor and evaluate the performance of the sector against the Action Plan – keeping industry and Government accountable.

The plan must detail continued support for regional tourism marketing and industry development, including major event facilitation and the delivery of key items identified in regional Destination Management Plans.

Recommendation

Progress the mid-term review of the Visitor Economy Industry Action Plan and provide funding for the development of the new plan beyond 2020.

Destination New South Wales

As the State's tourism marketing agency, Destination NSW has a vital role in encouraging increased visitation, spend and dispersal in regional NSW. DNSW requires certainty of funding to develop campaigns and major events that continue to attract visitors to regional areas. Certainty of funding provides the private sector with confidence to invest in products and services that support the visitor economy.

This also includes funding to support the activities of the newly established Destination Networks.

Recommendation

Maintain funding for Destination NSW in real terms to promote regional NSW to interstate and international visitors.

Destination Networks

In June 2016, the NSW Government announced \$43 million over four years to reform the State's Regional Tourism Organisations, creating six new Destination Networks to guide regional and rural tourism. The industry recognises the need to create synergies and economies of scale through the restructure, and the NRMA seeks to ensure these bodies are sufficiently resourced long-term through state and local government contributions.

The Destination Management Plans of these regions due to be released in 2018 will be critical in setting the foundation for each region. The NRMA believes the plans should identify priority visitor infrastructure and cooperative marketing opportunities that will support the development of the sector in that region.

Recommendation

Maintain funding for newly formed Destination Networks and provide ongoing funds over the forward estimates to assist in the delivery of their Destination Management Plans.

Simplifying cross-border travel

There are currently significant and arbitrary disparities in cross-border travel. For example, communities, such as Queanbeyan, that border ACT and NSW face inconsistencies in fares, services and timetables, as ACT buses are not authorised to travel into NSW. The NRMA was pleased to see cross-border transport identified as a priority in the recent Memorandum of Understanding between the NSW and ACT Governments, including arranging for transport options such as taxis, ride sharing and courtesy buses to operate legally across the border.

While Canberra has strong transport links to Sydney, South East NSW and the South Coast, the NSW Government's new hub and spoke model of service delivery will require different regional planning and improved movement corridors between Canberra and Wagga Wagga, Dubbo, Griffith and Albury. An example of this working effectively is the business opportunities that have opened up between Dubbo and Canberra as a result of a new flight route. Improved links between Canberra and the Central West, Orana and Murray-Murrumbidgee regions are essential to future transport planning.

The NRMA supports the NSW Government's proposal in the *Future Transport 2056 Draft Strategy* to harmonise fares, timetabling, ticketing systems (e.g. Opal integration) and concessions in border areas, and urges the NSW Government to implement these changes as soon as possible. The NRMA will monitor the outcome of the proposed on-demand pilot in the Tweed/Coolangatta area and an improved ticketing system to facilitate a single ticket in the Albury/Wodonga area.

Recommendation

Harmonise fares, timetabling, ticketing systems (e.g. Opal integration) and concessions in border areas as a priority.

Deliver actions from ACT-NSW Government MOU for cross-border transport collaboration, acknowledging Canberra Airport's potential as a gateway to Southern NSW and logistics hub for NSW produce.

Regional Growth – Environment and Tourism Fund

The restructure of the Destination Networks and the \$300 million Regional Growth – Environment and Tourism Fund present opportunities to invest in priority regional visitor infrastructure.

The NRMA contends that projects featured in Destination Management Plans, including local government road upgrades to regionally significant tourist attractions, should be eligible for funding in order to improve access and mobility in and around these attractions.

In addition, the roll-out of clear and consistent tourism and directional signage through the regions will assist visitors in navigating our road network. Destinations and attractions that are easy to find and navigate are important for long-term tourism sustainability.

Recommendation

Maintain funding for the Regional Growth – Environment and Tourism Fund, and allow local government to tender local road upgrades to regionally significant tourism attractions as part of this program.

Commit to the progressive roll-out of tourism and directional signage that is clear and consistent.

Regional city deals

The NRMA welcomed the Australian Government's Smart Cities Plan to create City Deals throughout Australia. The NRMA supports the concept of bringing all three levels of government together to prioritise reforms in investment and planning, tailored to back local plans and opportunities, to advance individual cities or regions.

The Regional Australia Institute estimates that regional cities have a \$378 billion output potential to 2031 and City Deals can assist to unlock the social and economic contribution of regional NSW.

Currently, four City Deals are in operation in Townsville, Launceston, Western Sydney and Darwin. The NRMA believes the Australian Government should work with regional communities to identify additional locations for City Deals.

Population projections to 2026 indicate an expected 16 per cent increase in the population in regional Australia compared to 17 per cent in metropolitan areas. In regional NSW, cities like Bathurst, Coffs Harbour and Newcastle are expected to experience population growth of between 11-15 per cent over the next decade. Others like Tamworth, Gosford-Wyong and Shoalhaven will also grow between 6-10 per cent.

These expanding regions would benefit from coordinated planning and investment between the three levels of government to support skills and industry development and enhanced liveability and amenity.

Recommendation

Identify high-potential regional locations that would benefit from participating in the City Deals scheme.

Crown land and government asset release

The NSW Government is the custodian of some of the most highly valued tourism assets and Crown land sites across NSW. The Government has made considerable inroads over the past decade to make these assets more publicly available to visitors and the community through Crown land release and adaptive reuse.

The EOI for the sandstone buildings in Macquarie Street, the Crown Land Management Bill 2016 and National Parks and Wildlife (Visitors and Tourists) Amendment Bill 2010 are prime examples of noteworthy reform that will facilitate greater tourism opportunities through the use of Government assets.

The NRMA supports the Government's ongoing attempts to harmonise legislation to support the future release of Crown land sites for tourism purposes, as well as attempts to improve the operation of its Crown Land Holiday Parks. The NRMA would welcome further investigative works around appropriate Crown land sites for tourism purposes around growing regional centres including the Western Sydney Parklands.

Recommendation

Continue to progress legislative reform to support Crown land release for tourism purposes, including in and around Western Sydney Parklands.

Investigate the opportunity to progress the contestability of management contracts of Crown Land Holiday Parks.

Cruise development plan

The cruise industry is critically important to the NSW economy, including regional NSW. Cruise Lines International Association Australasia's Cruise Industry Source Market 2016 highlights an expanding range of domestic and regional cruise options has led to a 30.2 per cent increase in Australian passengers choosing to cruise close to home in Australia, NZ and the South Pacific, accounting for 76.7 per cent of Australian cruise passengers in 2016.

In June 2014, the NSW Government announced the production of a 10-year Cruise Development Plan to support and plan for continued vessel and passenger growth. The NRMA supports a clear vision to support the cruise industry and the dispersal of these visitors throughout regional NSW, including new cruise destinations that require infrastructure development such as Port Kembla,

Yamba and Coffs Harbour on the North Coast. The NRMA would encourage the Government to finalise and release the plan in 2018-19.

Recommendation

Finalise and release the 10 year Cruise Development Plan.

Commuter wharf upgrades

Sydney's harbour and waterways represent one of the last underutilised transport corridors. As our road and rail networks become increasingly congested as density increases, consideration should be given to how additional capacity may be achieved through better utilising our ferry system and harbour network, particularly in the western harbour.

While mainly used as commuter corridor, 15 million ferry journeys are undertaken by visitors each year. Our ferry system remains a tourism icon for many international and visiting domestic travellers, providing an opportunity to explore and discover Sydney Harbour and its Islands.

Many of the harbour's commuter wharfs remain single berth, creating issues with docking during peak periods or when delays occur elsewhere in the network. Dual berthing would reduce congestion and provide greater opportunity to increase passenger movements in and out of the harbour.

Recommendation

Increase funding for wharf maintenance, and commit to commuter wharf upgrades to allow dual berthing to increase capacity and ferry movements during peak periods.



Community

Transport Access Program

The NRMA supports the NSW Transport Access Program in meeting the growing needs of an ageing population, and improving mobility opportunities for people with disability and those travelling with prams and small children.

However, the NRMA feels that the NSW Transport Access Program would benefit from additional funding to accelerate the delivery and expansion of proposed stations and platforms that are wheelchair accessible and friendly to those travelling with prams and small children. This is particularly true for well-established suburban platforms; as density increases in the area, the amenity for those travelling with disability or young children will diminish.

A holistic approach to accessibility, inclusive of safety, signage and maintenance considerations, is required to service the travel and mobility needs of all transport users.

Recommendation

Accelerate and expand the NSW Transport Access program in order to deliver greater accessibility outcomes for the elderly, people with disability, and those travelling with prams and small children.

On-demand transport in regional NSW

The NSW Government should continue to seek innovative solutions from the marketplace, including technology and industry start-ups, to trial new approaches that overcome some of the challenges of providing on-demand services in regional NSW. Lessons from current programs, such as the on-demand bus trial in Dubbo and surrounding regions, should also be applied to future pilots.

The NRMA supports a phasing out of pre-existing vehicles to smaller, more flexible vehicles modifying their travel route and plans. Smaller communities would benefit from taxi services or community transport being potential providers for on-demand services as they are already providing existing services, while larger regional areas could use vehicles with higher passenger capacity such as buses.

Local councils should also be incentivised to contribute to the success of on-demand transport through appropriate planning, zoning, support in relation to marketing and promotion, and the establishment of necessary regulatory structures, for example, for stopping and stabling. Effective local information and promotion will be critical to addressing barriers to adoption (for example, operators being unwilling to trial the mode and users having little previous exposure to ride sharing).¹⁸ The NRMA recommends that local councils be resourced to deliver this in conjunction with the operator, for example, funding for promotion as part of a community transport grant.

¹⁸ Daniels, R. and Mulley, C. (2017). Overcoming barriers to implementing flexible transport services in NSW. [online] Available at: http://atrf.info/papers/2010/2010_Daniels_Mulley.pdf

An important consideration in on-demand transport is the role that available fleets will play, which the NRMA recommends is further considered by the NSW Government. Potential operational barriers to on-demand transport include the type of existing fleet vehicles that are available for on-demand services, how they are utilised and their accessibility for patrons.

Recommendation

Review availability of fleet vehicles in NSW for on-demand transport purposes and identify any gaps.

Explore phasing out of pre-existing vehicles in network to smaller, more flexible vehicles modifying their travel route and plans.

Expand on-demand trials to other locations in regional NSW.

Work with local councils to establish appropriate zoning, planning and marketing to support take-up of on-demand schemes.

Expand disability ride share pilot in NSW

The expansion of the sharing economy online platforms to services and assets for the disability sector enables disability service providers, primary caregivers and persons with disabilities the opportunity to rent or rent out modified transport assets when they are not being used. Providing freedom to hundreds of Australians who current face significant restrictions on their mobility because of a lack of suitable, easy and affordable access to a modified vehicle.

By utilising expensive resources that are currently idle, pilot programs in South Australia and a single vehicle trial in Sydney with GoGet seek to provide the disability sector with more affordable options and improve service delivery outcomes for disability organisations looking to adapt to the NDIS environment. The CARL platform, currently in trial in South Australia allows for heavily modified vehicles such as vans that are sitting idle 40 per cent of the time to be accessed by different disability providers.

These programs may also deliver additional financial income to individuals who are able to make use of idle resources and disability service providers by allowing them to develop new service offerings and share vehicles.

Recommendation

The NSW Government should fund a pilot program to improve mobility for people living with disabilities.

Learner Driver Mentoring Program

Access to a drivers licence has significant impact on the social and economic prosperity of indigenous Australians. The NRMA is cognisant of the issues unlicensed driving has on incarceration rates of Aboriginal and Torres Strait Islander People and the instances of reoffending.

Approximately 530 Aboriginal and Torres Strait Islander People are incarcerated nationally for driving related offences. Further, less than half of eligible Aboriginal people in New South Wales hold a driver licence, compared to seven out of 10 for non-Indigenous Australians.¹⁹ This equates to a gap of over 40,000 people. Recognising the cost of incarceration equates to around \$100,000 per person, the cost to close the gap for indigenous Australia would be approximately \$200 million.

Barriers to vulnerable communities obtaining a driver licence include supervised driving practise, costs, literacy, lack of documentation, outstanding fines and state debt. Successful driver licensing programs have culturally-responsive staff, inter-agency collaboration, security of funding, strong connections to and respectful communication with the community.

End-to-end programs that progress vulnerable communities from pre-learner licence to provisional licence improve safety, reduce offending and imprisonment and improve quality of life. In the NRMA's experience end-to-end programs cost \$5,000 per completion. Additional funding should be allocated to support Learner Driver Mentoring Programs for indigenous communities, particularly focused on diversionary programs for Indigenous youth and at-risk communities.

Recommendation

Additional funding should be allocated to support Learner Driver Mentoring programs for indigenous communities.

Future education

Recognising the importance of emerging technologies for young people in high schools is vital. High school students are the engine room for embedding new technologies because they will be at the forefront of the transport transformation.

The NRMA believes that it is more cost effective to the Australian economy to train the future workforce now rather than have to implement more expensive re-training programs once they hit the workplace.

Through the *Future of Transport Challenge*, the NRMA is committed to the importance of real world learning of young people's future education and career choices. The program is multifaceted and supports STEM curriculums and developing entrepreneurialism in young people. Such skills are all integral to Australia's future economy and this program is unique in bringing these elements together in one place for students to engage and explore.

The NRMA believes that schools should be encouraged to participate in these types of programs and embed it into their programing.

Recommendation

Recognise the importance of emerging technologies for young people in high schools and encourage schools to participate in programs such as the Future of Transport Challenge.

¹⁹ Audit Office of NSW. (2013). *Improving legal and safe driving among Aboriginal people*.

Supporting growth in Western Sydney

Greater Sydney, particularly Western Sydney, is growing rapidly and requires connections that optimise economic activity, employment opportunities and mobility options. As communities develop, improved transport accessibility and connectivity will be necessary to link new homes with facilities and services.

Western Sydney Airport Rail Link

Western Sydney Airport is one of the largest infrastructure projects in Australia. Planning for its future use presents the opportunity to bring technology, road and rail together to deliver a high-capacity transport hub for tourists and residents in the heart of one of the fastest growing regions in Australia.

The NRMA acknowledges the \$3.6 billion that has been committed to a 10-year Western Sydney Infrastructure Plan, which aims to link the new airport to Sydney's road network through a series of new and upgraded roads, including the Northern Road and M12 Motorway.

In 2015, the Australian and NSW Governments announced a Joint Scoping Study into Western Sydney Airport rail. With rail passenger numbers projected to exceed 10 million by 2030²⁰ and 35 million by 2050, the NRMA supports an integrated transport solution to support the functionality of the new airport. Rail access will complement current road renewals and upgrades and add to the total airport transport solution.

With passenger and population growth projections showing steep increases, it is vital that Western Sydney Airport rail supports the amenity of both passengers and commuters. There are currently access and boarding issues with Airport Link servicing Sydney Airport during peak commute periods.

Future rail planning should incorporate strategies to increase passenger and commuter comfort. Dedicated baggage carriages with storage facilities would be a welcome addition to airport rail. Further, amenities for families and young children should be improved to support passengers and commuters utilising the airport line.

The 2017-18 Budget presents an opportunity for the NSW Government to allocate funding for rail corridor preservation to the airport and announce a timeframe or criteria for its construction.

Recommendation

Allocate funds to support rail corridor preservation for the Western Sydney Airport Rail Link and provide a timeframe or criteria for its construction.

Western Sydney North-South Corridor

To increase transport efficiency in and around Western Sydney, particularly post completion of Western Sydney Airport, a north-south motorway corridor that complements Sydney's existing motorway network is required.

²⁰ DIRD – *An Airport for Western Sydney* 2016

It is essential that Sydney's North West and South West growth centres are connected to Western Sydney Airport, as well as regions beyond Greater Sydney to increase access and maximise employment opportunities for residents. A north-south transport corridor is supported in the following strategic plans:

- Future Transport 2056.
- NSW State Infrastructure Strategy.
- NSW Freight and Ports Strategy.
- Broader Western Sydney Employment Area – Structure Plan.
- North West Priority Growth Area – Land Use and Infrastructure Plan.
- South West District Plan.

A north-south motorway corridor connecting Sydney's major growth centres in the North West and South West could be expanded in the future to connect Western Sydney with the Central Coast and the Illawarra, providing residents in these locations direct access to Western Sydney Airport.

Recommendation

To support the infrastructure plan for Western Sydney Airport and the North West and South West growth centres, immediate corridor preservation and planning for a connecting north-south motorway through Western Sydney should be prioritised.

Parramatta Light Rail

Western Sydney is Australia's fifth largest region in terms of contribution to gross domestic product (GDP) and houses more than 10 per cent of Australia's population. Over the next five years, Parramatta's population will grow by 41,000 residents, almost twice the pace of the rest of Australia.

Approximately 2.3 million people can access the Parramatta LGA within 45 minutes, which will be further aided by critical infrastructure including WestConnex and Parramatta Light Rail. These projects will ensure Western Sydney communities remain connected to health, education and employment opportunities now and into the future.

The NRMA welcomes the recent announcement of the preferred route for Stage 2 of the project, which will connect Stage 1 with Ermington, Melrose Park, Wentworth Point and Sydney Olympic Park.

Stage 2 of the project provides an opportunity to address major connectivity issues around Sydney Olympic Park, particularly during large-scale sporting and major events. Multi-modal connectivity will significantly improve the tourism prospects of this precinct.

Light rail is a sustainable transport mode able to decongest local roads, reduce emissions and road accidents, and offer travel time savings to users. These significant benefits are achieved through reducing the number of cars and buses on congested routes.

In addition, light rail is a transport mode that can effectively transform communities and areas by playing a regenerative role, stimulating local amenity and attracting investment. Given these

desirable elements, it is important to consider light rail proposals along with the wider economic and social benefits that are derived once light rail is implemented.

Recommendation

Commit funding to the planning of Stage 2 of Parramatta Light Rail to Sydney Olympic Park.

Sydney Metro West

The NRMA welcomed the Government's 2016 announcement that planning work would begin on the Sydney Metro West. The NSW Government's own projections anticipate that an extra 420,000 people will move into the corridor between the Sydney and Parramatta CBDs over the next 20 years. With the T1 Western Line nearly at full capacity and projections showing overcrowding by the early 2030s, major public transport improvements along this corridor are required.

The NRMA believes that the 2018-19 Budget should include a significant capital allocation towards this project in order for it to begin preparatory works.

Sydney Metro West will provide relief to the T1 Western Line and service the fast growing communities around Sydney Olympic Park and the Bays Precinct, providing fast and reliable access to the Sydney and Parramatta CBDs.

Sydney Metro West will also provide faster travel times for residents and visitors accessing communities and areas around Blacktown and Penrith. With the government committed to a new Western Sydney Tourism and Events Strategy, there is a need to support visitor numbers in and out of Western Sydney, particularly Penrith given its positioning as Western Sydney's tourism capital.

Recommendation

Allocate funds to fast-track a construction timeline for the Sydney Metro West project.

WestConnex

WestConnex is the largest transport infrastructure project in Australia, and is the centrepiece of an integrated transport solution. When complete, WestConnex will provide 33 kilometres of motorway, linking Sydney's west and south-west with Sydney Airport, Port Botany and the city.

The motorway, which is being delivered in three distinct stages, will deliver more than \$20 billion in benefits and support Sydney's growing population.

The NRMA's 2016 BusinessWise Congestion Survey found that 35 per cent of businesses rated WestConnex as their top transport priority in Sydney, with just 20 per cent not rating it as one of their top five.

The NRMA supports the benefits of WestConnex, and encourages construction of the proposed M4-M5 Link (WestConnex Stage 3).

The important M4-M5 Link is vital to the project's success and will complement work already underway across Greater Sydney.

Recommendation

Complete construction of WestConnex, including the Stage 3 M4-M5 Link.

F6 Extension

Identified as a priority infrastructure project in the 2012 NSW Long Term Transport Master Plan, a road link through Southern Sydney will provide a reliable connection for motorists to Sydney's motorway network, improving travel times between the Illawarra, Southern Sydney and the CBD. The proposal, which was first earmarked before 1950, will ease congestion on the local road network and provide faster travel times to and from the CBD. It will also benefit commuters and tourists accessing the Illawarra region.

While the NSW Government committed \$300 million in 2015 to traffic pinch points throughout Southern Sydney, this investment is not considered a viable long term solution. The recent progression of planning and project development work for Stage 1 should be expanded to capture the remainder of the route to significantly alleviate congestion and provide Southern Sydney and the Illawarra region with improved amenity.

Stage 1 of the proposal alone – New M5 Arncliffe to President Avenue, Kogarah – will allow motorists to bypass up to 23 sets of traffic lights on the Princes Highway between St Peters and Kogarah. It will also reduce the number of heavy vehicles on surface roads by up to 2000 per day²¹ and alleviate congestion around Sydney Airport, improving traffic flow, road safety and airport access from the north and south.

While the NRMA strongly supports Stage 1 of the F6 extension, a commitment to expanding the proposal further (Stages 2 and 3) is paramount in securing community support for the project and realising major benefits for those residing south of Kogarah. Consideration of options for preliminary works to relieve existing pinch points on the Stage 4 section, including at key intersections, is also essential.

Once constructed, the F6 extension will not only improve travel times, but will re-establish the amenity of areas within proximity of the route currently acting as thoroughfares for CBD commuters. Construction of the F6 extension will also support the growing Illawarra region and encourage tourism in the many spectacular areas south of Greater Sydney, including Southern NSW.

Recommendation

Planning and project development work for F6 extension Stage 1 should be expanded to capture the remainder of the route through to the Illawarra to alleviate congestion and improve amenity through Southern Sydney and the Illawarra.

²¹ <http://www.rms.nsw.gov.au/projects/sydney-south/f6/index.html>

Western Harbour Tunnel and Beaches Link

The Western Harbour Tunnel and Beaches Link is a vital project that will significantly improve accessibility to the Northern Beaches for over 250,000 residents, dramatically cutting travel times and improving liveability.

Recognising the population density of existing communities, reducing congestion to and from the Northern Beaches along the Spit Road/Military Road corridor has been a priority project of state governments for over 20 years. If the region is to support further increased population density, consideration of non-road based travel alternatives is also a priority.

Consistently identified in the NRMA's *Seeing Red on Roads* surveys, the Spit Road/Military Road corridor is one of the worst stretches of road in Sydney. The corridor recently recorded the state's second slowest speed, with motorists averaging just 18.6km/h during the morning peak commute.

Linking the Northern Beaches with Sydney's motorway network is an undertaking the NRMA strongly supports. Ensuring seamless connections to the rest of the road network, including WestConnex, will be critical in managing future movement demand.

When completed, motorists using the Western Harbour and Beaches Link tunnels will bypass up to 19 sets of traffic lights and cut up to 40 minutes in travel time between Brookvale and the CBD. The tunnels will also cut up to 45 minutes off the journey between Manly and Parramatta.²²

An important component of this proposal is the upgrading of Wakehurst Parkway to two lanes each way between Seaforth and Frenchs Forest leading to the new Northern Beaches Hospital. Improving traffic flow between Seaforth and the Warringah Road/Wakehurst Parkway intersection will encourage CBD commuters residing north of Collaroy to avoid Pittwater Road, alleviating congestion through Dee Why and Brookvale during the morning and evening peak.

The Western Harbour Tunnel and Beaches Link project will not only provide benefits to residents of the Northern Beaches, but also those living in Mosman, Cremorne and Neutral Bay. With the Spit Road/Military Road corridor frequently congested, these village communities currently act as thoroughfares for CBD commuters during the week and beachgoers during weekends.

Recommendation

The preferred Western Harbour Tunnel and Beaches Link route should be finalised and announced, along with a financing and funding model to support construction and operation.

Moorebank Intermodal Terminal

The NRMA supports additional investment into key road projects that will support the development and future operation of the Moorebank Intermodal Terminal. A well connected road network supporting the terminal will allow for the efficient movement of freight and reduce congestion on local roads. The NRMA supports investment in the following projects:

²² <https://www.nsw.gov.au/news-and-events/news/beaches-link-plan-revealed/>

- A solution to the M5 'weave'.
- Extension of Cambridge Avenue to link to the M5 and M7 Motorways.
- Upgrade of the Hume Highway intersections between the M5 and Orange Grove Road.

Recommendation

Work with the Australian Government to progress investment in key road projects to support the development and future operations of the Moorebank Intermodal Terminal.

Faster rail connections between Sydney and regional and global gateway cities

The Greater Sydney region is experiencing significant issues in relation to housing affordability and accessibility to employment. By investing in faster rail, there is the opportunity to unlock the potential of Newcastle, Gosford, Wollongong and Canberra as a mega region that can position Australia on a global scale.

In order to achieve this, the transit times of existing rail links will need to be shortened, or these links will need to be replaced by new, faster rail. Improving rail connectivity between each city will increase scale and lead to a more efficient, single labour and housing market, as well as opening up tourism connections between these regions.

It is well documented that modern, efficient and convenient rail systems play an enormous role in activating employment and population growth. Intra and inter-regional rail linkages form vital economic and social connections for communities and will help encourage more international tourists to explore beyond Sydney into regional NSW and the ACT.

Recommendation

Develop a financing and funding model to support construction and operation for faster rail links between Sydney and Newcastle, Gosford, Wollongong and Canberra.

National Heavy Vehicle Regulator

In February 2014, the Heavy Vehicle National Law (HVNL) commenced across New South Wales, the Australian Capital Territory, Queensland, South Australia, Tasmania and Victoria. The NRMA supports the HVNL, which is administered by the National Heavy Vehicle Regulator (NHVR).

While responsibility for NSW licensing and registration resides with Roads and Maritime Services, the NHVR has a significant role in regulating the large number of cross-border freight and transportation movements that support our economy. The NRMA believes more needs to be done to achieve modernisation and consistency so that a truly unified national heavy vehicle regulation is in place.

To remove unnecessary compliance obligations and support businesses to operate across state and territory borders, heavy vehicle permit issuance must be thoroughly addressed. The Productivity Commission in 2016 found that significant variations and inefficiencies in heavy vehicle regulation exist despite the commencement of HVNL.

To significantly improve efficiency, the NRMA supports the NHVR as a central application and issuance point for Road Access Permits for all heavy vehicle classes. A national approach supported by state and local government will reduce red tape, remove inconsistencies and increase productivity for heavy vehicle operators and businesses.

Recommendation

Set a timetable to accelerate transfer of Heavy Vehicle Regulatory powers to the National Heavy Vehicle Regulator.

Bells Line Expressway

The NRMA supports additional investment on the Bells Line of Road to improve road safety outcomes and to provide additional overtaking lanes, wider sealed shoulders and improved clear zones. The NRMA also supports the preservation of a corridor between the M7 Motorway and the Bells Line of Road to allow for the future construction of a Bells Line Expressway. This will accommodate the long term growth in B-Double and heavy vehicle movements between Sydney and Western NSW.

Recommendation

Preserve a road corridor to allow for the future construction of a Bells Line Expressway.

Sydney Gateway

Sydney Gateway, a project of national significance, is being planned to free up transport to both Sydney Airport and Port Botany.

The proposal features a seamless, high capacity road link between the WestConnex St Peters Interchange, Sydney Airport and beyond towards Port Botany. The project will also duplicate the rail line to the port to get more freight onto trains and off trucks.

Sydney Airport, Australia's gateway and our busiest airport handles 40 million passengers a year and generates 283,700 jobs. The Sydney Airport Masterplan predicts passengers will grow to over 70 million by 2033.

Port Botany is our economic gateway with 2.3 million container movements a year. The NSW Ports Masterplan forecasts this will triple to over seven million containers within 30 years.

Traffic around both gateways is already heavily congested and prone to delays as Port Botany trucks compete with airport traffic as well as through and local traffic.

With these growth estimates it is imperative that the NSW Government provide certainty in relation to both the business case that is underpinning the Sydney Gateway project, and commit to a timeline for the delivery of this link.

Recommendation

The NRMA recommends that the results of the Sydney Gateway business case are publicly released and a timetable for construction be made available.

Inland Rail

The NRMA welcomed the Australian Government's announcement of Inland Rail in the 2017-18 Federal Budget.

Inland Rail funding has been decades in the planning and has the potential to transform regional NSW. Inland rail will benefit all regional communities by improving supply chain efficiency and boosting economic growth, as well as inland hubs such as Parkes and Albury. Inland rail also has the potential to improve road safety, reducing the number of heavy vehicles on regional roads, which is a particular issue in Western NSW.

With seven of the 13 individual projects comprising the Inland Rail in NSW, the NSW Government has an important role to play in supporting the project through timely planning and approvals and the development of complementary intermodal hubs at regional centres such as Moree, Narromine and Narrabri.

Recommendation

Support planning for Inland Rail route in NSW through freight corridor preservation and community consultation, including an investigation of passenger rail links to regional airports and intermodal hubs at regional centres.



Appendix

Illawarra Region Projects

The Illawarra area, including Shellharbour and Kiama, accommodates 70 per cent of the region's population (estimated at 384,000 people). The region generates 10 million tonnes of freight into Port Kembla and seven million tonnes from the Illawarra to Sydney. Population growth and population concentration is leading to increased local congestion during peak periods, and major freight movements will require increased network capacity. To address congestion in the Illawarra region, the NRMA urges the NSW Government to deliver funding and timeframes for a number of critical road infrastructure projects. These include:

- Construction of climbing lanes on the Princes Highway at Mt Ousley Road
- Construction of an interchange on the Princes Highway at Mt Ousley
- Improvements to Nowra Bridge on Princes Highway
- Illawarra Highway and Macquarie Pass improvements
- Appin Road safety improvements
- Picton Road safety improvements
- Bulli Pass road upgrades.

Further information about the NRMA's Illawarra priorities can be found at Annexure 1.

Hunter Region Projects

The Hunter, like Australia as a whole, is adjusting to a post-mining boom economy. To increase regional competitiveness, the NSW Government needs to plan for transport to meet future household and business travel needs and do a cost-benefit analysis of key tourism infrastructure to turn the Hunter into an investment-ready region.

There is a need for efficient intra-region transport links, as well as connections to service key markets. Improved intra-region transport links will facilitate growth in a number of key industry sectors, including tourism and retail, as well as health and education.

Improvements to Newcastle Airport have already paid dividends, with more than 1.25 million passengers using it in 2016-17 – a 6 per cent increase in patronage. The upgrade to terminal infrastructure is very welcome, as it means Newcastle could receive direct international flights to New Zealand, South-East Asia and the Pacific, which would support tourism as well as export opportunities.

The NRMA's *Get the Hunter Moving* report identified a number of key transport initiatives that should be actioned by the NSW Government to improve the road network, reduce travel times and provide better road safety outcomes. The NRMA's report identified that \$3 billion in additional infrastructure investment is required to further develop the Hunter region. These projects include:

- Completion of the intersection upgrade of the Pacific Highway at John Renshaw Drive.
- Progress the M1 Pacific Motorway extension to Raymond Terrace.
- Complete the Newcastle Inner City Bypass between Jesmond and Rankin Park.
- Fund the planning and construction of stages 2 and 3 of the Lake Macquarie Transport Interchange at Glendale.
- Commit further funding to improve Hunter Valley Wine Roads.

-
- Commit further funding to New England Highway Bypasses and road and rail upgrades.

Further information about the NRMA's Hunter priorities can be found at Annexure 2.

Central Coast Projects

The NSW Government's *Regional NSW Services and Infrastructure Plan* identifies Gosford as a key satellite city, providing the services and facilities required to support the Central Coast community. The Central Coast and Greater Newcastle are forecast to be NSW's largest regional centres in 2056.

The population of the Central Coast region will increase by 25 per cent to over 400,000 people within the next 25 years. To accommodate this future population growth, additional investment in transport infrastructure is urgently required, particularly faster rail connections and between roads between Sydney and Gosford.

The NRMA's *Get the Central Coast Moving* report identified key future road initiatives that need to be actioned for the Central Coast over the next 30 years. These projects include:

- Upgrade the Pacific Motorway between Kariong and Somersby interchanges.
- Widen the Pacific Motorway between Tuggerah and Doyalson interchanges.
- Finalise planning of the upgrade of the Pacific Highway between Narara and Wyong.
- Expedite road upgrades around the Wyong Town Centre.

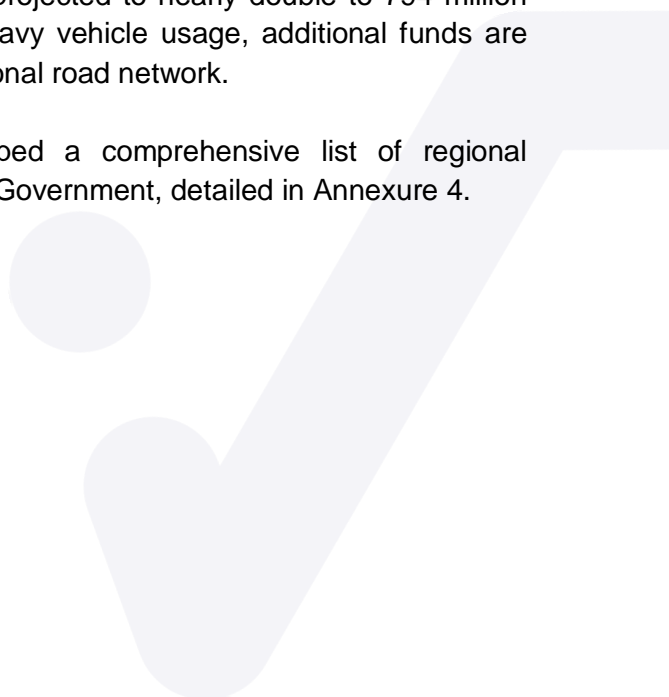
Further information about the NRMA's Central Coast priorities can be found at Annexure 3.

Regional NSW Road Upgrade Projects

In 2016, crashes in country NSW contributed to over 65 per cent of the NSW road toll. The NRMA believes it is essential that regional roads and highways secure appropriate funding to reduce road deaths and improve travel times.

The road network in regional NSW carries a significant portion of the freight task, and in many instances offers substandard roads. This freight task is projected to nearly double to 794 million tonnes within twenty years. As a result of increased heavy vehicle usage, additional funds are required by local councils to adequately maintain the regional road network.

To achieve these outcomes, the NRMA has developed a comprehensive list of regional infrastructure projects that require funding from the NSW Government, detailed in Annexure 4.



Annexure 1 – Illawarra Road Upgrade Initiatives

Projects	Nature of Investment
<p>M1 Princes Motorway (Mt Ousley Road) Climbing Lanes</p>	<p>The project would provide additional lanes, increasing both safety and capacity along the corridor, improving freight efficiency, connectivity and productivity within the Wollongong and Illawarra regions.</p> <p>The NRMA urges the NSW Government to work with the Australian Government to:</p> <ul style="list-style-type: none"> • double the initial joint allocation of \$84 million and start construction in 2018-19 • build climbing lanes on the M1 Princes Motorway between Picton Road and Bulli Tops • confirm timing of construction for stage 2, which will provide an additional lane in each direction between Bellambi Creek and Bulli Tops.
<p>Picton Road Safety Improvements</p>	<p>The Picton Road \$53 million road safety improvement package was completed in late 2013. The NRMA welcomed this completion. A new package of works is now required to improve road safety on a number of untreated sections on Picton Road. These five sections are as follows:</p> <ol style="list-style-type: none"> 1. Hume Motorway interchange - preliminary planning is currently being undertaken for an upgrade of the interchange with the Hume Motorway. 2. Mount Ousley Road to Mount Keira Road - design of a median barrier and curve improvements. 3. Cordeaux Colliery to Cordeaux Dam - design of a median barrier and extending the existing overtaking lane. 4. Cordeaux Dam to Macarthur Drive - design for road widening, installing a median barrier and shoulder improvements. 5. Macarthur Drive to Janderra Lane - investigating options to separate both eastbound and westbound traffic to improve road safety. <p>The NRMA recommends the NSW Government to commit funds to undertake the road safety improvements on these sections of Picton Road</p>
<p>M1 Princes Motorway Interchange at Mt Ousley</p>	<p>The NRMA welcomed the continued investment to start planning for an interchange on the motorway at the base of Mount Ousley. The interchange would replace the existing M1 / Mt Ousley Road intersection at the base of Mt Ousley. This would improve road safety at this location while also addressing future traffic growth. A third southbound lane is needed to improve access to and from the Princes Motorway and the Wollongong CBD and enable safer interactions between cars and trucks.</p> <p>The NRMA recommends the NSW Government expedite the planning and construction of this project.</p>
<p>Bulli Pass</p>	<p>The potential upgrade of the road at Bulli Pass would provide an improved escarpment crossing and an efficient and safe alternative to Mt Ousley</p>

Road. The finalisation of corridor strategies for Bulli Pass and the Thirroul to Unanderra Network should also be expedited.

The NRMA recommends that the Government commit funds under proposed planning investigations and then upgrade the road.



Annexure 2 – Hunter Road Upgrade Initiatives

Projects	Nature of Investment
M1 Pacific Motorway	<p>The Motorway’s Weakleys Drive and John Renshaw Drive intersection requires a safety upgrade to improve access on to and exiting the Hunter region.</p> <p>The NRMA asks that an allocation from the \$400 million committed to the M1 Pacific Motorway productivity package, by both NSW and Australian Governments is committed to construct this project.</p>
M1 Pacific Motorway to Raymond Terrace Upgrade	<p><i>The NRMA urges the NSW Government to work with the Australian Government to commit funds to upgrade the Pacific Highway by providing the missing link between the M1 Pacific Motorway, south of John Renshaw Drive, and the Raymond Terrace bypass.</i></p> <p>This upgrade will include an additional crossing of the Hunter River. The planning of this project should be expedited to construction. The NRMA believes it is imperative that funds be available to commence construction of this important part of the National Network.</p>
Newcastle Inner-City Bypass	<p>The NSW Government announced in June 2014 that it would complete the \$280 million Rankin Park to Jesmond section of the Newcastle Inner City Bypass. \$150 million was allocated to the project from Restart NSW funds. The NRMA believes the final designs must include additional access points at McCaffrey Drive to improve access to John Hunter Hospital and prevent congestion for local residents.</p> <p>The NRMA recommends the NSW Government confirm construction funding in the 2018-19 Budgets.</p>
Newcastle Transport Interchange at Wickham	<p>The NRMA welcomes the opening of the Newcastle Interchange at Wickham.</p> <p>It is important that certainty is provided regarding the design and construction of the bus interchange on the site of The Store. The NRMA also recommends that the NSW Government commit to parking facilities at Wickham to support the utilisation of the Interchange.</p>
Lake Macquarie Transport Interchange, Glendale (stages 2 and 3)	<p>Fast tracking of the Lake Macquarie Transport Interchange at Glendale would encourage public transport usage, reduce car dependency and provide economic and community benefit to the Lower Hunter region, including the City of Newcastle. The proposed Pennant Street Bridge, new train station and transport interchange at Glendale require funding to complete project design and start construction.</p> <p>The NRMA supports Lake Macquarie Council in their approach to the NSW and Australian Governments for a partnership agreement to fund and build this important development and asks that the NSW Government affirm its commitment to stages 2 and 3 of this project.</p>

<p>Hunter Valley Wine Country Roads</p>	<p>The majority of wine roads are maintained by local councils. For many of these roads, little or no funding is available for road upgrades. Along with increased tourism, the demand placed on these local roads has resulted in a marked deterioration in the quality of the road network.</p> <p><i>The NRMA recommends a further \$20 million be committed to the Hunter Valley wine roads.</i></p>
<p>New England Highway Bypasses and Road – Rail Upgrades</p>	<ul style="list-style-type: none"> • Muswellbrook and Singleton bypasses: <p><i>The NRMA welcomed funding into the investigation of these bypasses and now seeks construction funding and timing commitments in the 2018-19 Budget.</i></p> • Scone bypass: The NRMA welcomes the Australian and NSW Government’s \$120 million investment in constructing the bypass. The building of a bypass at Scone will improve freight efficiency and driver and pedestrian safety by removing heavy vehicles from the centre of town. <p><i>The NRMA understands that the tender process is currently underway and looks will monitor whether construction commences in 2018.</i></p> • Singleton rail underpass: NRMA understands that this project has been put out to tender with construction to commence in 2018.



Annexure 3 – Central Coast Road Upgrade Initiatives

Projects	Nature of Investment
<p>Pacific Highway</p>	<p>The Narara to Wyong corridor is currently in the planning and community consultation stages.</p> <p>The NRMA urges the NSW Government to consolidate the planning process for this corridor, complete the planning investigations and provide an implementation and funding schedule for the upgrades along the Highway from Narara to Wyong.</p> <p>The Pacific Highway and Wyong Road intersection upgrade at Tuggerah is due for completion in 2019 and will significantly improve traffic flow and safety when finished.</p>
<p>Wyong Town Centre</p>	<p>RMS is currently undertaking works on Wyong Road intersection upgrades at Tumby Road and Mingara Drive, Tumby Umbi.</p> <p><i>The NRMA urges the NSW Government to expedite this priority project.</i></p>
<p>Manns Road – Central Coast Highway to Narara Creek Road</p>	<p>RMS is currently carrying out investigations in West Gosford and Narara to plan the proposed upgrade. Motorists currently experience congestion and queuing along Manns Road and there is a history of crashes near intersections and driveways. With traffic volumes forecast to increase on the road to about 39,000 vehicles per day by 2039, the NRMA urges the NSW Government to provide funding and timing for construction in the 2018-19 Budget.</p>



Annexure 4 – Additional Road Upgrade Initiatives

Highway/Road/Route	Nature of investment
1. South West and Riverina Region	
Olympic Highway	Improve the condition of the Highway and the construction of town bypasses to provide safe and efficient links for motorists and freight.
Sturt Highway	Improve the condition of the Highway to provide a safe and efficient link between regional centres.
Tumut Rd, Tumbarumba to Tumut	Primary timber haulage routes require upgrading to service heavy vehicle traffic.
Murray River Bridges	Upgrades needed for Swan Hill, Yarrawonga and Mulwala Bridges.
West Wyalong Heavy Vehicle Bypass	Upgrades needed to improve safety and accommodate freight.
Kidman Way	Upgrades and road sealing required.
2. Far North Coast and Northern Rivers	
Coffs Harbour bypass	The NSW Government has pledged \$200 million to carry out the environmental assessment and to finalise the concept design. Funding for further planning and construction is now required
Bangalow Lismore Rd, Bangalow to Lismore	Upgrade needed to accommodate increasing levels of commuter traffic and reduce the current safety risks for motorists.
Kyogle Road, Kyogle to Murwillumbah	Upgrade needed to improve inland links for freight, tourism and commuter traffic.
Summerland Way	Upgrades required between Grafton and Lismore
Nimbin Rd, Nimbin to Lismore	Upgrades are required to accommodate local traffic and tourists.
Waterfall Way	Corridor improvements are required between Armidale to Coffs Harbour to accommodate local traffic and tourists, as well as an increase in heavy vehicle traffic from the Nambucca Heads to Urunga Pacific Highway upgrade.
Bruxner Highway improvements	Upgrades are required between Lismore and Ballina, with road safety a particular concern at the Alstonville bypass where the Bruxner Highway intersects with Ballina Road.
3. New England and North West	
New England Highway	The timely finalisation of the New England Highway corridor strategy is required, with an urgent need for widening and

	<p>realignment to meet ongoing safety requirements and greater volume of freight traffic:</p> <ul style="list-style-type: none"> • Tenterfield Heavy Vehicle Bypass is required to divert heavy traffic away from the centre of town. The current classification of this project as a long term priority (10-20 year horizon) should be reconsidered, with funding for construction needed by the NSW and Australian governments. • Bolivia Hill Upgrade between Glen Innes and Tenterfield. The NRMA will monitor that the project is completed by 2020. • Provision of four lanes between Belford and Muswellbrook. Dual carriageway between the Golden Highway and Muswellbrook.
Oxley Highway	<p>This highway is a State road that connects Port Macquarie with Coonabarabran. The section between Port Macquarie and the New England Highway junction requires:</p> <ul style="list-style-type: none"> • Bridge and road widening. • Road realignment and sharp turns straightening. • Road capacity expansions. <p>Works to improve flood immunity.</p>
Gwydir Highway	<p>Work is required to resurface the highway and build wider lanes and road shoulders.</p>
Thunderbolts Way, Gloucester to Walcha	<p>Requires continuing upgrade.</p>
4. South Coast	
Araluen Road, Braidwood to Moruya	<p>Requires upgrading to reduce current risks to motorists.</p>
Beach Road/George Bass Drive, Batemans Bay to Moruya	<p>The route carries heavy traffic especially during the holiday season and requires upgrading to ease congestion.</p>
5. Hunter Region	
Bucketts Way, Twelve Mile Creek to Gloucester	<p>Requires further upgrade.</p>
John Renshaw Drive, Kurri Kurri to Beresfield	<p>Several sections of this route require maintenance and/or upgrade.</p>
Bareki Road/Macquarie Drive, Elebana	<p>Requires work to address dangerous bends, traffic volumes and safety concerns.</p>
6. Central West and Western Plains	
Jenolan Caves Road	<p>This major tourist route requires upgrades to improve safety.</p>
Renshaw McGirr Way, Wellington to Parkes	<p>Unsealed section requires State funding support.</p>

Castlereagh Hwy, Lithgow to Mudgee	This important tourist link for the Mudgee and Blue Mountains regions requires road improvements.
Golden Highway improvements	Upgrades are required to increase safety, traffic efficiency and freight access.
7. Southern NSW	
Barton Highway	Commit funds to duplicate the remaining 33 kilometres of single carriageway on the Barton Highway.
Monaro Highway & Kosciuszko Road	Monaro Highway and Kosciuszko Road form part of the key freight, commuter and recreational route between the Snowy Mountains region and the ACT through to Sydney and surrounds. This is the key route used by motorists travelling to the NSW snow fields. There is a need for more passing lanes and safe overtaking opportunities on the route to be completed by the end of 2018.
Snowy Mountains Highway	Requires general widening and upgrades to improve safety conditions.
Cooma Rd/Badja Rd/Numeralla Rd, Braidwood to Cooma	Overall road quality and safety needs to be addressed.
Kings Highway	The Kings Highway is the only direct east-west route connecting the ACT with the NSW South Coast. Safety improvements are required, including addressing roadside hazards near Braidwood, lack of mobile phone coverage and building a new Nelligen Bridge.
8. Tourist Routes in NSW	
Wombeyan Caves Road, Canberra Wineries roads, Tharwa-Adaminaby Road, Ando-Dalgety Road and Yaouk area roads	The poor quality of key tourist route roads needs to be addressed. Wombeyan Caves Road, for instance, offers tourists access to Wombeyan Caves and the opportunity to see incredible bushland, waterfalls, mountain lookouts and swimming spots, however the road itself presents several blind-spots and is unsealed (west of High Range) and rutted in places, making it unsafe for many road users. The section of road east of Wombeyan Caves, in particular, has been identified as being in very poor condition. Remediation works and road sealing along this popular tourist route should be made a priority to significantly improve safety and access.

