



MYNRMA.COM.AU

2016-17 Budget Submission to the NSW Government

April 2016

About The National Roads & Motorists' Association

Better road and transport infrastructure has been a core focus ever since The National Roads & Motorists' Association (NRMA) first came into being in 1920 when our founders lobbied for improvements to the condition of Parramatta Road in Sydney. Today NRMA continues working with government, advocating for more road funding to improve safety and for solutions to ever-increasing traffic congestion. By working together with all levels of government to improve not only road infrastructure but also public transport infrastructure we can give motorists a real choice about how they get around. NRMA believes that efficient roads, public transport and better facilities for cyclists and pedestrians work hand in hand to solve the many transport problems that we face each day.

Comments and Queries

Wal Setkiewicz, Senior Economic Adviser
The National Roads & Motorists' Association
PO Box 1026, Strathfield NSW 2135
T: +61 2 8741 6000
E: Wal.Setkiewicz@mynrma.com.au

Contents

Introduction	3
Recommendations	4
Sydney Metropolitan Road Infrastructure Priorities	6
Northern Beaches Corridor	7
Pinch Point Program	8
Western Sydney Growth Roads	8
Moorebank Intermodal Terminal	8
Public Transport Infrastructure Priorities	9
Regional NSW Road Infrastructure Priorities	10
Illawarra Region Projects	12
Hunter Region Projects	12
Central Coast Projects	13
Regional NSW Road Projects	13
Smart Transport Technology	13
Tourism Priorities	14
Annexure 1 – Illawarra Road Upgrade Initiatives	15
Annexure 2 – Hunter Road Upgrade Initiatives	16
Annexure 3 – Central Coast Road Upgrade Initiatives	17
Annexure 4 – Additional Road Upgrade Initiatives	18

Introduction

NRMA's 2016-17 Budget Submission to the NSW Government identifies road and transport infrastructure projects across NSW that require new or additional investment over the forward estimates. Investment in the projects and initiatives identified in NRMA's submission will help to ease congestion, reduce travel times and save lives on NSW roads.

NSW faces major challenges over the next 15 years. The NSW population is expected to grow from 7.7 million people in 2016 to 9.2 million in 2031. This represents an increase of 1.5 million or 20 per cent. It is noted that a significant portion of NSW population growth will occur in Sydney, with population projected to increase from 4.6 million in 2016 to around 5.8 million by 2031. Projections also indicate that the Sydney metropolitan region will account for 64 per cent of NSW's total population by 2031.

This increase in population is likely to have a corresponding effect on congestion across Sydney and NSW. In Sydney, the cost of congestion is predicted to increase from \$6.1 billion in 2015 to more than \$12.6 billion in 2030. Ultimately, congestion has led to increased travel times for motorists. Between 2002/03 and 2012/13, the duration of the average car trip in Sydney, the Hunter, Central Coast and Illawarra regions increased by approximately 5.3 per cent. Over the same period, the average number of vehicle kilometres travelled per person has decreased by 2.1 per cent, suggesting that motorists across NSW are taking longer to travel about the same distance or less.

NRMA acknowledges the substantial investment made by the NSW Government in road and transport infrastructure since 2011 to tackle the significant mobility challenges that we currently face. The NSW Government is investing billions of dollars in major road and transport infrastructure projects such as WestConnex, NorthConnex, Sydney Metro, CBD and South East Light Rail and the duplication of the Pacific Highway.

NRMA also supports the NSW Government's innovation agenda and welcomes the NRMA also welcomes the recent announcement to hold a *Future Transport Summit* to discuss the future of transport in NSW.

These projects will help to reshape and revitalise NSW into the future. The NSW Government is also to be commended for its commitment to developing a long term strategy that identifies and prioritises future road and transport infrastructure projects that will support projected population growth and increase future economic productivity.

To solve the infrastructure and mobility challenges of the future, governments need to move beyond a business as usual approach. The 2016-17 Budget provides the NSW Government with an opportunity to take additional steps to address the long term road and transport challenges of the future and to invest in critical infrastructure projects that will support economic growth and development.

NRMA's Budget Submission provides the NSW Government with 24 recommendations that aim to address the infrastructure and mobility challenges of the future. NRMA urges the NSW Government to consider these recommendations carefully and to provide greater investment in road and transport projects across NSW that will ultimately reduce congestion, improve travel times and save lives on NSW roads.

Recommendations

NRMA requests that the NSW Government consider actioning the following recommendations:

Sydney Metropolitan Road Infrastructure

1. Provide a timeline for construction of the M1 Princes Motorway Extension.
2. Ensure that corridors are preserved to construct a future Outer Sydney Orbital (M9).
3. Ensure that all new road infrastructure projects are fitted with managed motorway technologies to increase the efficiency of the motorway network.

Northern Beaches Corridor

4. Plan and build a bypass of Spit Bridge, connecting Seaforth with the Warringah Freeway to reduce congestion along the Spit Road and Military Road corridors.
5. Undertake a feasibility study of the potential to link the Northern Beaches and WestConnex via Spit Bridge Bypass and the proposed Western Harbour Tunnel.
6. Fast-track the proposed widening and upgrade of Narrabeen Bridge to six lanes.
7. Fast-track the upgrade and widening of Mona Vale Road between Terry Hills and Ingleside, and Ingleside to Mona Vale from two lanes to four lanes.

Pinch Point Program

8. Increase investment in the Pinch Point Program and develop a long term congestion busting strategy to reduce congestion at key traffic hot spots across Greater Sydney and Regional NSW.

Western Sydney Growth Roads

9. Progress construction of Western Sydney Growth Roads and adequately plan future road projects to support the development of Badgerys Creek Airport.

Moorebank Intermodal Terminal

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

Public Transport Infrastructure Priorities

11. Allocate funds to planning and the progression of consultation for the next wave of major public transport infrastructure projects.

Commuter Parking

12. Develop a long term Commuter Parking Strategy that identifies a clear plan to upgrade or construct commuter car parks at key public transport interchanges.

Parking Space Levy

13. Guarantees that the Parking Space Levy will not be expanded to additional districts or private residential spaces, or increase the rate of the levy beyond the annual rate of inflation.

Regional NSW Road Infrastructure Priorities

14. Ensure that construction of the final stage of the Pacific Highway duplication between Woolgoolga and Ballina is expedited and completed before 2020.
15. Expedite planning of the Albion Park Rail Bypass and commit funds to commence construction of this project.
16. 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.
17. Duplicate the Princes Highway between Berry and Bomaderry and progress construction of the realignment of the Princes Highway to Dignams Creek.
18. Commit funding to resolve ongoing safety issues on the Kings Highway.
19. Commit funding to commence road safety improvements on the Great Wester Highway between Katoomba and Mount Victoria.
20. Urgently provide a funding commitment to add new overtaking lanes on the Great Wester Highway and the Mitchell Highway.
21. Fund and construct road safety improvements on the Newell Highway.
22. Commit funding to improve road safety on the Bells Line of Road, and preserve a road corridor to allow for the future construction of a Bells Line Expressway.

Smart Transport Technology

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

Tourism

24. Increase investment in rail trails to boost regional tourism and improve active transport infrastructure across NSW.

In addition to the above 24 recommendations, NRMA has also made numerous recommendations to support road infrastructure projects in the Hunter, Illawarra, Central Coast and Regional NSW (these can be found in Annexures 1 to 4).

Sydney Metropolitan Road Infrastructure Priorities

A recent study into Sydney's transport infrastructure estimates the current economic cost of traffic congestion in Sydney to be in excess of \$6.5 billion annually and growing. If congestion is not adequately addressed through investment in a number of major projects, Sydney's congestion will worsen and negatively impact on the health of our economy.

While it is noted that the NSW Government has invested in the WestConnex and NorthConnex projects, NRMA believes that additional funding is required to finalise the Sydney Orbital Road Network. It is important that these projects are complemented by the long overdue upgrade of the M1 Princes Motorway via the Waterfall to St Peters corridor.

M1 Princes Motorway Extension

NRMA believes that it is important that a timeline for the construction of the M1 Princes Motorway extension is finalised as a matter of urgency. The benefits of the M1 Princes Highway extension include reduced journey times, better travel time reliability, reduced congestion and improved road safety outcomes. The M1 Princes Motorway extension project will be vital in connecting the Princes Highway to the Sydney Orbital Network, relieving congestion on suburban streets in southern Sydney and around Sydney Airport and Port Botany.

Recommendation 1: That the NSW Government provide a timeline for construction of the M1 Princes Motorway extension.

Outer Sydney Orbital (M9 Corridor Preservation)

In addition to constructing the M1 Princes Motorway extension, NRMA also believes that the NSW Government should ensure that future growth is managed by preserving land that will be required to construct the Outer Sydney Orbital (M9) corridor. This corridor will be required to support the development of Badgerys Creek airport and surrounding growth areas.

Recommendation 2: That the NSW Government ensure that corridors are preserved to construct a future Outer Sydney Orbital (M9).

Managed Motorways

NRMA believes that the NSW Government should continue to invest in managed motorway technologies for all new motorway projects to deliver more efficient motorways. NRMA notes that the NSW Government is implementing managed motorway technologies through the M4 Smart Motorways Project. Managed motorways, using information communication technology, variable messaging signs and control systems to manage traffic flows, lane usage and travel speeds, can deliver significant travel time and road safety benefits, as evidenced by the adoption of similar technologies on the Monash Freeway in Melbourne.

Recommendation 3: That the NSW Government ensure that all new road infrastructure projects are fitted with managed motorway technologies to increase the efficiency of the motorway network.

Northern Beaches Corridor

NRMA welcomes the NSW Government's commitment to deliver a Bus Rapid Transit scheme for the Northern Beaches from Mona Vale to the Sydney CBD, with \$42.1 million allocated to the project in the 2015-16 Budget. However, NRMA believes that additional investment is required to tackle congestion on the Northern Beaches and Lower North Shore.

Spit Bridge Bypass

The Spit Road and Military Road corridors are two of the most congested roads in Sydney. NRMA's *Seeing Red on Roads* survey has consistently identified Spit Road at Mosman and Military Road at Cremorne as two of the worst roads in Sydney. To relieve congestion in this region, NRMA supports the recommendation of Infrastructure NSW to build a bypass of Spit Bridge, preferably by tunnel, from Seaforth to the Warringah Freeway. This connection would allow through traffic to avoid the congested areas of Mosman, Cremorne and Neutral Bay.

Recommendation 4: That the NSW Government plan and build a bypass of Spit Bridge, connecting Seaforth with the Warringah Freeway to reduce congestion along the Spit Road and Military Road corridors.

Linking the Northern Beaches to WestConnex

In addition to building a Spit Bridge Bypass, NRMA also supports the concept raised by Infrastructure NSW to link the Spit Bridge Bypass with WestConnex via the proposed Western Harbour Tunnel in the longer term. NRMA urges the NSW Government to consider planning for and building this vital link.

Recommendation 5: That the NSW Government undertake a feasibility study of the potential to link the Northern Beaches and WestConnex via a Spit Bridge Bypass and the proposed Western Harbour Tunnel.

Other Northern Beaches Priorities

Since 2011, the NSW Government has undertaken a number of capacity and intersection improvements on major road corridors such as Pittwater Road and Mona Vale Road. However, NRMA believes that additional investment is required to relieve congestion in this region. NRMA notes that the NSW Government has committed to widen and upgrade Narrabeen Bridge to six lanes by 2019. NRMA supports this project and recommends that it be fast-tracked by the NSW Government.

Recommendation 6: That the NSW Government fast-track the proposed widening and upgrade of the Narrabeen Bridge to six lanes.

Additionally, congestion on Mona Vale Road is a particular concern for the region. While selected portions of the road have been upgraded and widened to four lanes, sections between Terry Hills to Ingleside and Ingleside to Mona Vale remain two lanes.

Recommendation 7: That the NSW Government fast-track the upgrade and widening of Mona Vale Road between Terry Hills and Ingleside, and Ingleside to Mona Vale from two lanes to four lanes.

Pinch Point Program

NRMA supports the NSW Government's *Pinch Point Program* and notes the additional \$50 million in spending on pinch points by the NSW Government in the 2015-16 Budget. NRMA believes that additional investment at congestion hot spots will improve traffic flows across Sydney and NSW. To this end, NRMA urges the NSW Government to develop a long term congestion busting strategy that aims to reduce congestion across Greater Sydney and Regional NSW.

Recommendation 8: That the NSW Government increase investment in the Pinch Point Program and develop a long term congestion busting strategy to reduce congestion at traffic hot spots across Greater Sydney and Regional NSW.

Western Sydney Growth Roads

NRMA strongly supports the \$156 million allocated in the 2015-16 NSW Budget to support Western Sydney Growth Roads. NRMA supports additional investment in Western Sydney Growth Roads and urges the NSW Government to progress construction of the following projects in the 2016-17 financial year:

1. Campbelltown Road - Camden Valley Way to Denham Court Road at Ingleburn
2. Bandon Road Link - Eindor Road to Richmond Road at Vineyard
3. Memorial Avenue – Old Windsor Road to Windsor Road at Kellyville
4. The Horsley Drive – M7 Motorway to Cowpasture Road at Horsley Park
5. Jane Street Extension at Penrith

In addition to these roads, NRMA also urges the NSW Government to ensure that roads supporting the development of Badgerys Creek Airport are appropriately planned and support the long term growth needs of Western Sydney.

Recommendation 9: That the NSW Government progress construction of Western Sydney Growth Roads and adequately plan future road projects to support the development of Badgerys Creek Airport.

Moorebank Intermodal Terminal

NRMA supports additional investment into key road projects that will support the development and future operations 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. NRMA supports investment in the following projects:

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

Recommendation 10: That the NSW Government work with the Australian Government to progress investment in key road projects to support the development and future operations of the Moorebank Intermodal Terminal.

Public Transport Infrastructure Priorities

The NSW Government is to be commended on the substantial progress made on a number of vital public transport projects set out in the 2012 Long Term Transport Masterplan, and others that have since been identified as priorities to sustain economic growth in NSW. The Budget should of course continue the flow of investment into the established pipeline of infrastructure priorities to see these projects through to completion.

NRMA encourages the Government to allocate funds to planning and the progression of consultation for the next wave of major public transport infrastructure projects, in anticipation of the updated Long Term Transport Masterplan, due some time in 2017. Some obvious priorities include:

- Options for rail links to the Western Sydney Airport
- The Liverpool extension to the Sydney Metro project
- Lower North Shore extension to the Sydney Metro project
- The M9 road and rail corridor
- Extensions to the CBD and South East and Parramatta light rail networks

Recommendation 11: That the NSW Government allocate funds to planning and progression of consultation for the next wave of major public transport infrastructure projects.

Transport accessibility

The NRMA strongly encourages the continued, and where possible accelerated roll out of the Transport Access Program to meet the growing needs of an ageing population and improve economic and community participation opportunities for the disabled.

Commuter Parking

For many NRMA Members and motorists, the availability and cost of parking remains a major concerns, particularly around key transport and commuter hubs. NRMA notes that the NSW Government has invested in the provision of additional commuter parking spaces. Since 2012 the NSW Government has built or released an additional 2,500 commuter parking spaces for motorists across Sydney and NSW. To continue to provide better access to commuter parking, NRMA urges the NSW Government to develop a long term *Commuter Parking Strategy* that identifies a clear plan to upgrade or construct commuter car parks at key public transport interchanges.

Recommendation 12: That the NSW Government develop a long term Commuter Parking Strategy that identifies a clear plan to upgrade or construct commuter car parks at key public transport interchanges.

Parking Space Levy

In November 2015, a spokesperson for Transport for NSW confirmed to News Corp Australia that the NSW Government is planning to review where and how the *Parking Space Levy* is applied. NRMA strongly opposes any move by the NSW Government to expand the *Parking Space Levy* to additional districts or to private residential parking spaces. Further, NRMA strongly opposes any increase in the rate of the *Parking Space Levy* beyond the annual rate of inflation.

Recommendation 13: That the NSW Government guarantees that the Parking Space Levy will not be expanded to additional districts or private residential spaces, or that the rate of the levy will not increase beyond the annual rate of inflation.

Regional NSW Road Infrastructure Priorities

Pacific Highway Duplication

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

Recommendation 14: That the NSW Government ensure that construction of the final stage of the Pacific Highway duplication between Woolgoolga and Ballina is expedited and completed before 2020.

Princes Highway Upgrades

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 \$3 million to continue planning for the **Albion Park Rail Bypass**. NRMA urges the NSW Government to expedite the planning process for this project and commit funds to commence construction of this project as soon as possible.

Recommendation 15: That the NSW Government expedite planning of the Albion Park Rail Bypass and commit funds to commence construction of this project.

While the NSW Government has invested in improvements to the Princes Highway, NRMA's research notes that the Princes Highway still requires significant upgrades, particularly south of **Jervis Bay Road** to the Victorian border. 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 2008-2013, 771 casualty crashes and 27 fatal crashes occurred on this section of the highway. The economic cost of these crashes is estimated to be \$80 million per year.

Recommendation 16: That the NSW Government 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.

NRMA also urges the NSW Government to progress the duplication of the Princes Highway between Berry and Bomaderry. Progressing this project will provide motorists with improved travel times between Gerringong and Bomaderry. Additionally, the NSW Government should also ensure that funds are committed to progress the realignment of the Princes Highway at Dignams Creek from planning to construction in the next financial year.

Recommendation 17: That the NSW Government duplicate the Princes Highway between Berry and Bomaderry and progress construction of the realignment of the Princes Highway at Dignams Creek.

Kings Highway Safety Improvements

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. NRMA is specifically concerned about the following safety hazards on the Kings Highway:

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

Recommendation 18: That the NSW Government commit funding to resolve ongoing safety issues on the Kings Highway as identified above.

Great Western Highway Safety Upgrades (Katoomba to Mount Victoria)

Following the completion of improvements to the Great Western Highway between Emu Plains and Katoomba in 2015, NRMA believes that the NSW Government should now focus on safety improvements on the highway between Katoomba and Lithgow. NRMA notes that the NSW and Australian Governments have allocated \$250 million to undertake these important upgrades, projects including Katoomba to Mount Victoria and Mount Victoria Village safety improvements require specific funding commitments in the 2016-17 Budget.

Recommendation 19: That the NSW Government 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

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

Recommendation 20: That the NSW Government 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. Throughout 2000-2014, there were 143 fatalities on the Newell Highway. NRMA has long advocated for safety improvements on the Newell Highway to reduce the number of fatalities on this important stretch of road. These include:

- Adding an additional 57 overtaking lane locations as identified in 2011 (at present 36 potential overtaking lanes are yet to be allocated funding)
- Constructing 8 additional rest sites for heavy vehicles under the Heavy Vehicle Safety and Productivity Program to ensure that heavy vehicle 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.

Recommendation 21: That the NSW Government fund and construct road safety improvements on the Newell Highway.

Bells Line of Road Improvement Program

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. 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 to accommodate for the long term growth in B-Double and heavy vehicle movements between Sydney and Western NSW.

Recommendation 22: That the NSW Government commit funding to improve road safety on the Bells Line of Road, and preserve a road corridor to allow for the future construction of a Bells Line Expressway.

Illawarra Region Projects

The Illawarra area, including Shellharbour and Kiama accommodate 70 per cent of the region's population estimated at 384,000 people. The region also generates 10 million tonnes of freight into Port Kembla and 7 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 enable efficient freight movements. To address congestion in the Illawarra Region, NRMA urges the NSW Government to increase funding for a number of crucial 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
- Appin Road safety improvements
- Picton Road safety improvements
- Bulli Pass road upgrades

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

Hunter Region Projects

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, increase travel times and provide better road safety outcomes. 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
- Completing the Newcastle Inner City Bypass between Jesmond and Rankin Park
- Fast-tracking the Lake Macquarie Integrated Transport Centre 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 NRMA's Hunter priorities can be found at Annexure 2.

Central Coast Projects

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

- Upgrading the Pacific Motorway between Kariong and Somersby interchanges
- Widening the Pacific Motorway between Tuggerah and Doyalson interchanges
- Finalising planning of the upgrade of the Pacific Highway between Narara and Wyong
- Expediting road upgrades around the Wyong Town Centre
- Expediting planning for the Warnervale Town Centre and Link Road

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

Regional NSW Road Projects

The road network in regional NSW away from the Sydney metropolitan region carries a significant portion of the freight task. 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. NRMA believes that it is essential that regional roads and highways secure appropriate funding to ensure better travel times and improved road safety outcomes. To achieve these outcomes, NRMA has developed a comprehensive list of regional infrastructure projects that require funding from the NSW Government.

Further information about NRMA's regional priorities can be found at Annexure 4.

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 and momentous change across all sectors of the economy.

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 technology 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 23: That the NSW Government establish a \$150 million Smart Infrastructure Fund to encourage local councils to adopt new and innovative solutions to tackle key road and transport problems.

Community Road Safety Fund

NRMA urges the NSW Government to ensure that all revenue collected from speed cameras is hypothecated into the *Community Road Safety Fund*. Additionally, NRMA urges the NSW Government to commit to greater transparency by providing a line by line breakdown of all current and future road safety projects financed by the *Community Road Safety Fund*.

Tourism Priorities

NRMA is one of the state's major tourism and travel stakeholders and has invested more than \$280 million in hotels, holiday parks, travel services and car hire over the last nine years. NRMA actively promotes tourism in NSW and along with the NSW Government wants to promote the state as a highly attractive and affordable tourist destination. Given the significant contribution that tourism makes to the NSW economy, it is important that adequate funds are provided to Destination NSW to promote tourism across NSW.

Regional Tourism – Rail Trails

NSW is lagging behind other states when it comes to investment in active transport infrastructure in our regional areas. Other states and jurisdictions around the world are realising the benefits to regional communities, particularly regional tourism, from re-purposing abandoned railways as shared use trails for walking and cycling. It is noted that \$5 million has been allocated for the Tumbarumba to Rosewood rail trail as a pilot project under the Regional Tourism Infrastructure Fund (RTIF) is an encouraging development for local tourism. Further funding must be allocated to the progression of this project in the 2016-17 Budget.

Recommendation 24: That the NSW Government increase investment in rail trails to boost regional tourism and improve active transport infrastructure across NSW.

Annexure 1 – Illawarra Road Upgrade Initiatives

Projects	Nature of Investment
M1 Princes Motorway (Mt Ousley Road) Climbing Lanes	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. NRMA urges the NSW Government should work with the Australian Government to double the initial joint allocation of \$84 million and start construction in 2016-17, to build climbing lanes on the M1 Princes Motorway between Picton Road and Bulli Tops.
Appin Road	NRMA asks that the NSW Government consider funding safety options identified in the March 2014 – Appin Road Safety Review Report, to enhance road safety along this corridor.
Picton Road Safety Improvements	<p>The Picton Road \$53 million road safety improvement package was completed in late 2013. 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>NRMA asks the NSW Government to commit funds to undertake the road safety improvements on these sections of Picton Road.</p>
M1 Princes Motorway Interchange at Mt Ousley	NRMA welcomed the \$0.5 million allocation in the 2015-16 Budget 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 would improve access to and from the Princes Motorway and the Wollongong CBD and provide safer interactions between cars and trucks.
Bulli Pass Upgrade	The potential upgrade of the Bulli Pass road would provide an improved escarpment crossing and an efficient and safe alternative to Mt Ousley Road. NRMA asks 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	The Motorway – Weakleys Drive and John Renshaw Drive intersection upgrade, requires a safety upgrade to improve access on to and existing the Hunter region. 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.
M1 Pacific Motorway to Raymond Terrace Upgrade	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. This upgrade will include an additional crossing of the Hunter River. The planning of this project should be expedited to construction. NRMA believes it is imperative that funds be available to commence construction of this important part of the National Network.
Newcastle Inner-City Bypass	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. NRMA believes the final designs must include additional access points at McCaffrey Drive to improve access to the hospital and prevent congestion for local residents. NRMA asks the NSW Government to complete the preconstruction works for the Jesmond to Rankin Park section of the Bypass and confirm construction funding in the 2016-17 and 2017-18 Budgets.
Lake Macquarie Integrated Transport Centre, Glendale	Fast tracking of the Lake Macquarie Integrated Transport Centre 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. 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 reaffirm its commitment to expedite this project.
Hunter Valley Wine Country Roads	Majority of wine roads being predominantly in the hands of local councils, have seen little if no funding 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. NRMA asks that a further \$20 million be committed to the Hunter Valley wine roads through the Hunter Infrastructure and Investment Fund.
New England Highway Bypasses and Road – Rail Upgrades	Roads and Maritime Services is carrying out a number of improvements on the New England Highway. NRMA asks that \$4.5 million in planning fund committed to five listed projects in 2015-16 Budget, will result in construction starts in 2016-17. <ul style="list-style-type: none"> • Belford to the Golden Highway, • Muswellbrook bypass, • Scone bypass, • Singleton rail underpass, and • Singleton bypass.

Annexure 3 – Central Coast Road Upgrade Initiatives

Projects	Nature of Investment
M1 Pacific Motorway	A number of local road projects along the motorway require safety upgrades to improve access on to and exiting for the Central Coast region. 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 motorway upgrades between Kariong and Somerby interchanges, and motorway widening between Tuggerah and Doyalson interchanges.
Pacific Highway	The Narara to Wyong corridor is currently in various planning and community consultation stages. 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.
Wyong Town Centre	RMS is currently finalising the preferred option investigations to inform future planning and development of the Wyong town centre. NRMA urges the NSW Government to expedite this priority project.
Warnervale Town Centre and Link Road Developments	NRMA urges the NSW Government to expedite the planning for the development of Warnervale Town Centre and the Link Road. This should include a high-grade rail and bus connectivity to improve the flow of traffic both around and into the town centre.

Annexure 4 – Additional Road Upgrade Initiatives

Highway/Road/Route	Nature of investment
1. South West and Riverina Region	
<i>Olympic Highway</i>	<i>Need to improve the condition of the Highway and the construction of town bypasses to provide safe and efficient links for motorists and freight.</i>
<i>Sturt Highway</i>	<i>Need to improve the condition of the Highway to provide a safe and efficient link between regional centres.</i>
<i>Tumut Rd, Tumbarumba to Tumut</i>	<i>Primary timber haulage routes require upgrading to service heavy vehicle traffic.</i>
2. Far North Coast and Northern Rivers	
<i>Bangalow Lismore Rd, Bangalow to Lismore</i>	<i>Upgrade needed to accommodate increasing levels of commuter traffic and reduce the current safety risks for motorists.</i>
<i>Kyogle Road, Kyogle to Murwillumbah</i>	<i>Upgrade needed to improve inland links for freight, tourism and commuter traffic.</i>
<i>Nimbin Rd, Nimbin to Lismore</i>	<i>Upgrades are required to accommodate local traffic and tourists.</i>
3. North West and New England	
<i>New England Highway</i>	<i>Requires widening and realignment to meet ongoing safety requirements and greater volume of freight traffic. In particular:</i> <ul style="list-style-type: none"> • <i>Tenterfield Heavy Vehicle by-pass is required to divert heavy traffic away from the centre of town.</i> • <i>Bolivia Hill Upgrade - between Glen Innes and Tenterfield.</i>
<i>Oxley Highway</i>	<i>This highway is a state road that connects Port Macquarie with Coonabarabran. The section between Port Macquarie and the New England Highway junction requires:</i> <ul style="list-style-type: none"> • <i>Bridge widening.</i> • <i>Road realignment and sharp turns straightening.</i> • <i>Road capacity expansions.</i>
<i>Gwydir Shire Road 212 (Clifton Hill Road)</i>	<i>This road requires maintenance.</i>
<i>Thunderbolts Way, Gloucester to Walcha</i>	<i>Requires continuing upgrade.</i>
4. South Coast	
<i>Araluen Road, Braidwood to Moruya</i>	<i>Requires upgrading to reduce current risks to motorists.</i>

Highway/Road/Route	Nature of investment
<i>Beach Road/George Bass Drive, Batemans Bay to Moruya</i>	<i>The route carries heavy traffic especially during the holiday season and requires upgrading to ease congestion.</i>
5. Hunter Region	
<i>Bucketts Way, Twelve Mile Creek to Gloucester</i>	<i>Requires further upgrade.</i>
<i>John Renshaw Drive, Kurri Kurri to Beresfield</i>	<i>Several sections of this route require maintenance and/or upgrade.</i>
<i>Bareki Road/Macquarie Drive, Elebana</i>	<i>Requires work to address dangerous bends, traffic volumes and safety concerns.</i>
6. Central West and Western Plains	
<i>Jenolan Caves Road</i>	<i>This major tourist route requires upgrades to improve safety.</i>
<i>Renshaw McGirr Way, Wellington to Parkes</i>	<i>Unsealed section requires State funding support.</i>
<i>Castlereagh Hwy, Lithgow to Mudgee</i>	<i>This important tourist link for the Mudgee and Blue Mountains regions requires road improvements.</i>
7. Southern NSW	
<i>Barton Highway</i>	<i>Commit funds to duplicate the remaining 33 kilometres of single carriageway on the Barton Highway.</i>
<i>Monaro Highway</i>	<i>There is a need for more passing lanes and safe overtaking opportunities along this route</i>
<i>Snowy Mountains Highway</i>	<i>Requires general widening and upgrading to improve safety conditions.</i>
<i>Cooma Rd/Badja Rd/Numeralla Rd, Braidwood to Cooma</i>	<i>Overall road quality and safety needs to be addressed.</i>
8. Tourist Routes in NSW	
<i>Wombeyan Caves Road, Canberra Wineries roads, Tharwa-Adaminaby Road, Ando-Dalgety Road and Yaouk area roads</i>	<i>The poor quality of key tourist route roads needs to be addressed.</i>

