



Let's shape a better future, together.

NSW election platform



February 2019

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The NRMA was built on a foundation of trust, community, discovery and safety. We are committed to advocating for initiatives and investments that deliver on these values. The NRMA keeps communities moving by supporting the regions, investing in public transport, and investigating future transport solutions to support a dispersed and growing population.

Regions

Half of our Members are based in regional NSW. Tight-knit regional communities are too familiar with seeing underinvestment in infrastructure and services. The NRMA wants these communities to flourish through connectivity, safer roads and tourism opportunities.

Mobility

Remaining connected helps communities grow. We need integrated transport solutions that make journeys seamless, regardless of whether they are for work or leisure. We need to provide better alternatives that encourage people to leave their cars at home and travel by bus, rail, ferry or bike. And we need to keep people safe as they travel, including protecting our most vulnerable.

Future

We need to prepare for change. With technology the main catalyst, the world of mobility is being reimagined. The NRMA has commenced a transformative journey, spearheaded by the rollout of Australia's largest electric vehicle charging network. Governments need to advance support for new transport options that will improve safety and meet the future mobility needs of communities.



Regions

Clear the local road backlog

The NSW Local road network is in a state of decline. Since 2014-15, the infrastructure backlog increased by almost 30% to \$2.2 billion. Of this backlog, 75% is attributable to regional communities.

Local councils don't have the financial capacity to bring their road networks up to an acceptable standard. Without action from all levels of government, councils will continue to play catch-up when it comes to Regional and Local road upgrades.

It is critical to upgrade roads that fail to reach 'satisfactory' classification in regional areas, where serious injuries and fatalities are overrepresented. Without immediate reform, serious injuries and fatal crashes on Regional roads will continue to occur.

In addition to increased safety risks, poor Regional roads and connections contribute to reduced national productivity, with the network unable to support freight and logistics movements.

Motorists utilising NSW roads deserve quality infrastructure that supports local communities and encourages visitation and tourism.

Commitment

Commit to funding reforms that will raise the classification of all Local roads to an acceptable level, with a strong and immediate emphasis on Regional roads. Funding reforms should make Local Government Areas (LGAs) self-sufficient so that long-term road upgrade plans can be put in place, funded and delivered.

Increase resourcing and engineering capacity in the regions by equipping joint organisations with specialist personnel to oversee the prioritisation and delivery of asset upgrades across LGAs.



Aid discovery

Regional NSW is the backbone of our tourism industry, accounting for nearly half of all visitor expenditure in the state. Visitors to regional NSW stayed 85 million nights in 2016-17 and spent \$11.5 billion on restaurants, hotels and attractions.¹

We need to give visitors compelling reasons to visit NSW's incredible regions by promoting the best of what we have to offer, and developing attractions that incentivise travel.

59 **85**

million visitors to regional NSW million nights in regional NSW

\$11.5 billion

spent by overnight visitors

46% **72%**

of visitor expenditure occurs in the regions of all self-drive trips include regional NSW

Overnight visitors could spend 110 million nights and **\$15 billion** in regional NSW by 2026-27 if the right level of investment and promotion occurs.²

¹ NRMA (2018) Are We There Yet? The current and future value of tourism to New South Wales, Discovery Series

² Ibid |

Promote the best of what we have to offer

Dedicated funding is needed to promote the regions. Sydney receives the lion's share of funding for promotion and events. We need to encourage travellers beyond the major gateway by better promoting unique regional experiences.

In order to do this, funding for Destination NSW needs to be maintained at current levels, with a dedicated stream of funds aimed at promoting regional NSW.

Commitment

Maintain funding for Destination NSW at current levels, dedicating \$80 million over four years for regional tourism promotion.

Get festive

Regional festivals and events showcase the characteristics of regions and create incentives to travel outside major cities. Promoting increased activity in local communities will extend travel periods outside of the traditional peak holiday seasons.

A concerted effort must be made to increase the number of major events in the regions and improve access for visitors. This includes seed funding and administrative support to establish and manage regional events.

Commitment

Dedicate \$60 million over four years for regional event development and promotion, including management support throughout the foundation years.

Create a compelling reason to visit

Regional NSW is home to our most iconic and natural attractions. From the outback to the Blue Mountains, to the north and south coasts, NSW boasts wonders that attract visitors from near and far.

We need to encourage and compel people to meaningfully engage with our natural environment in sustainable ways. Despite possessing some of the best coastlines, the state still lacks an iconic overnight walk to encourage more visitors to stay in the regions.

Our visitor infrastructure is also tired. This affects the experience and perception of NSW as a great destination to visit.

Funding programs for tourism infrastructure are ad hoc, creating uncertainty for operators applying for grants. Dedicated funding needs to be recurrent and ongoing, with administrative support for small businesses making applications to ensure the right projects receive the right level of funding.

Commitment

Dedicate \$110 million over four years for tourism infrastructure development in regional NSW.

Commit to developing iconic, nature-based tourism experiences, including overnight walks, low-impact accommodation, and Indigenous experiences in regional NSW.

Facilitating regional dispersal

Our highway corridors are necessary to facilitate dispersal beyond our major gateways. Only 42% of international visitors extend their trip beyond capital cities to include a regional destination, compared to 67% of domestic visitors.³

Congestion and poorly maintained roads hinder commuter and visitor journeys. There's a need to expedite infrastructure upgrades along key corridors, including the Princes Highway south of Jervis Bay Road, the Kings Highway, the Barton Highway, the Bells Line of Road and the F6.

The NSW Government must work with the Australian Government to fund critical upgrades to our highway network.

Princes Highway south of Jervis Bay Road

The NRMA 2014 audit of the Princes Highway identified 16 sections that are considered high risk to motorists.⁴ Over the period 2010-2015, 1,240 casualty crashes (including 34 fatalities) occurred on these sections of the road. The economic cost of these crashes is estimated at \$94 million per year.⁵ The Princes Highway south of Jervis Bay Road to the Victorian border still requires significant upgrades.

Kings Highway

The Kings Highway provides a critical link between the ACT and the NSW South Coast. Additional investment is required to address road capacity and safety issues at Bungendore, Braidwood and Nelligen Bridge. Mobile coverage black spots at Clyde Mountain and Braidwood create significant safety issues for motorists during extreme weather and throughout the holiday seasons.

Barton Highway – NSW

The NRMA urges the NSW Government to expedite a strategic business case and plan to deliver the full duplication of the Barton Highway. The upgrade will improve journey reliability, ease congestion, improve driver safety and boost freight productivity.

Over the period 2010-2015, 104 casualty crashes (including 3 fatalities) occurred on this section of the road. The economic cost of these crashes is estimated at \$6 million per year.⁶

Bells Line of Road

An expressway road corridor should be preserved along the existing Bells Line of Road to facilitate B-double access to the Sydney Basin. This future road corridor will deliver an alternative to the M4 Motorway, Great Western Highway, Windsor Road and Richmond Road. It will also create significantly better access for communities in the Hawkesbury area and Penrith Lakes.

F6 extension to the Illawarra – South Coast

80% of trips between the Illawarra and Sydney occur by car. The NRMA and the Illawarra Business Chamber estimated that without intervention, travel times from the Illawarra to Greater Sydney will steadily increase, costing the economy \$640 million per annum by 2031.⁷

The most significant road bottlenecks on this journey are located on roads outside the Illawarra. It takes the same amount of time to travel the last third of the journey (Sutherland to Sydney) as it does to travel the first two-thirds (Illawarra to Sutherland).

The NRMA remains a supporter of fully extending the F6, including the progression of Stage 1 from planning to construction, the current scoping of Stages 2 and 3, and the eventual feasibility of progressing Stage 4 from Loftus to Waterfall.

The total economic benefit of completing Stages 1, 2 and 3 of the F6 Extension is estimated at \$677 million per year in 2031.⁸

Newcastle Inner City Bypass

The final stage of the Newcastle Inner City Bypass needs to be constructed to provide relief to the existing route of Lookout Road, Croudace Street and Newcastle Road. This route is currently used by 40,000 to 60,000 motorists per day. Final designs must include additional access points at McCaffrey Drive to improve access to John Hunter Hospital and prevent congestion for local residents.

Pacific Motorway – extension to Raymond Terrace

The M1 Pacific Motorway and Pacific Highway are critical links in the National Land Transport Network and are among the busiest transport corridors in Australia. The NSW and Australian Governments must fund the missing link between

the M1 Pacific Motorway, south of John Renshaw Drive, and the Raymond Terrace Bypass. This upgrade should include an additional crossing of the Hunter River.

Revive and survive

The limited number of rest stops along our major highway corridors, particularly in regional and remote destinations, act as a barrier to encouraging driver revival.

Fatigue is one of the three biggest killers on NSW roads, contributing to 17% of crashes. Limited rest stops also contribute to competition between caravans, RVs and heavy vehicles at stops designated for long-haul freight.

Many remote rest areas and truck stops lack important features, including showers, male and female toilets, power, lighting, CCTV and wifi, making them uninviting places to stop. The aesthetics of these stops needs to be improved to aid discovery of our regions and address fatigue associated with long-distance travel.

The location of these stops, the amenities offered, and even the ability to book spaces for short breaks through app-based technology could offer solutions to encourage usage and manage capacity, improving the experience for tourists and long-distance travellers.

Commitment

Expedite the completion and upgrade of critical infrastructure, including the Princes Highway, the F6 extension, the Kings Highway, the Barton Highway, and the Bells Line of Road.

Audit and upgrade rest stop areas to include showers and wifi access for tourists and long-distance travellers.

³ NRMA (2018) *Are We There Yet? Discovery Series*

⁴ NRMA (2014) *The Princes Highway Audit prepared by ARRB Group, pp i-iii*

⁵ NRMA (2017) *The Cost of Crashes, An Analysis of lives lost and injuries on NSW roads*

⁶ *Ibid* 5

⁷ IBC & NRMA (2018) *Upgrading road connectivity between the Illawarra and Greater Sydney, Directed Research, May 2018*

⁸ *Ibid* 7





Mobility

Protect our most vulnerable

Young drivers are among our most vulnerable road users. In 2017, 35 young drivers aged 17 to 25 lost their lives on NSW roads.⁹ We must address the growing trend of young driver fatalities and encourage young drivers into the safest vehicles possible. Research has found that a typical young driver's first car is likely to be an inexpensive and older model, rather than the safest car in the family.¹⁰

The NRMA believes that encouraging safe driving practices among young drivers is best achieved through incentives. Rewarding young drivers who possess a clean provisional driving record with a free licence provides a monetary incentive to promote behavioural change.

A driver of the worst vehicle rated under the Used Car Safety Rating scheme is

x10

more likely to be killed or seriously injured than a driver in the safest vehicle.

Crashes involving P-plate drivers make up

15%

of all fatalities on NSW roads, yet provisional drivers account for only 8% of all licence holders.

Commitment

Encourage safer driving throughout the provisional licensing period by rewarding young drivers with a free, unrestricted licence when they maintain a clean provisional driving record.

Provide a registration discount to provisional drivers who register a five (5) star ANCAP or UCSR (Used Car Safety Rating) rated car.

⁹ Transport for NSW (2017). Centre for Road Safety website

¹⁰ Watson, L. & Newstead, S (2009). Vehicle safety and young drivers: Stage 1: Profile of young driver vehicles. Monash Accident Research Centre

Protect those who protect us

Roadside assistance personnel face risks every day assisting motorists that have broken down on the side of the road. The NRMA wants to make sure every person is protected, whether they be emergency services, motorists, tow truck drivers or roadside staff.

Consideration should be given to ways we can keep incident response personnel and the community safe when an incident or breakdown occurs, including technological solutions.

Pending a positive evaluation of the effectiveness of the 40km/h rule, consideration should also be given to extending the slow down rule to roadside assistance personnel and tow truck drivers, providing additional protection to those who need it most.

Commitment

Investigate technological solutions that could assist the implementation of the 40km/h rule around incident response personnel.

Pending a positive evaluation of the 40km/h rule for emergency services, consider extending the rule to roadside assistance personnel and tow truck drivers.

Increased police presence

Police have a critical role to play in keeping our roads safe. Research confirms that enforcement coupled with education changes driver behaviour.¹¹

An NRMA survey of almost 1,500 Members found that over half (56%) referenced visible highway patrols as the most effective way to tackle bad driver behaviour. When combined with unmarked police cars, that figure rose to 79%.

More police on our roads means that bad driver behaviour can be detected and stopped immediately. Not wearing a seat belt, driving while tired, and driving under the influence of alcohol or drugs are all serious traffic offences that high visibility policing can help address.

An additional 200 Highway Patrol officers are needed to help boost the current enforcement levels, particularly in regional communities. The provision of extra Highway Patrol officers should be in addition to existing frontline staff.

“Personal interaction with a police officer is far more meaningful than merely receiving something through the mail like any other letter.”

NRMA Member, talking about the effect of being pulled over by a police officer.

Commitment

Commit an additional 200 Highway Patrol officers throughout priority regional areas.

Invest in public transport and roads

While a number of major transport and road projects are underway, further investment in critical mobility infrastructure and accessibility enhancements will provide greater choice for commuters and visitors, helping to ease congestion.

As the population grows and housing densifies in urban centres, an ongoing and concerted effort to shift commuters to public transport is required.

Combatting road congestion is best achieved through encouraging motorists to re-mode, re-time and re-route. Public transport alternatives must be desirable and easy-to-access. Interchanging between modes needs to be seamless if we are to truly encourage behavioural change.

To achieve the best mobility outcomes for the community, a strategic mix of roads and public transport is required to maximise choice and encourage commuter dispersal.

As we move to a future promising greater automation, including the use of connected and automated vehicles, emphasis should ultimately be placed on better utilising mass transit where possible, especially for regular commuting.

Commitment

Continue to progress the F6 extension and Western Harbour Tunnel and Beaches Link projects.

Prioritise a funding and financing package for Sydney Metro West while continuing to progress the Parramatta Light Rail Stage 2 project.

Further invest in Opal-enabled ‘park and ride’ facilities in priority locations to encourage greater use of public transport for commuting purposes.

Better integrate active transport solutions with major transport interchanges, including greater investment in secure bike storage facilities at urban train stations.

Commit funding to progress planning and the delivery of faster rail between Sydney and Canberra, and explore additional fast rail connections to regional and gateway cities, including Newcastle, Gosford and Wollongong.

¹¹ Elliot, B. (1993). Road Safety Mass Media Campaigns: A Meta Analysis. Department of Transport and Communications. Canberra: Federal Office of Road Safety.





The future

The nature of mobility is shifting drastically. Car share, ride share, electrification, connectivity and automation will change the way we move forever. Just as we transitioned from the horse and cart to the motor car, the transition to electrification and automation has begun and is set to accelerate.

The future is electric

We need to make sure our road and energy infrastructure is ready to support an electric, connected and automated future, to make the transition for the community as seamless as possible. This includes infrastructure and incentives to aid the uptake of new, cleaner and safer vehicles.

Over the next few years, a range of electric and hybrid vehicle models will hit Australian shores, including models aimed at the midpoint of the market. With increasing investment and technology improvements, the initial purchase price of electric vehicles is expected to continue to fall quickly.

To negate any potential negative impacts on infrastructure, including energy and distribution assets, governments must proactively prepare for this imminent change. A pre-emptive approach will ensure community and government readiness, allowing the benefits of this transition to be fully realised.

Commitment Energy Infrastructure

Establish a grant fund for enabling works to support the construction of privately-funded, non-proprietary electric vehicle charging infrastructure, particularly in regional locations.

Commit to bolstering state-wide electricity network reliability and efficiency in readiness for electric and automated vehicles by part funding technology aimed at optimising energy capture, storage and utilisation within households.

Commitment Sector development

Commit to purchasing policies that mandate 10% of light passenger vehicles acquired or leased by government be electric by FY2020/21, and that 25% be electric by FY2025/26.

Establish a grant fund for research and industry development associated with electric, connected or automated vehicles and key componentry.

The next seatbelt

Technology has a role to play in keeping motorists safe. Not too long ago, seatbelts were considered a major technological advancement. Today, the seatbelt is joined by the likes of anti-lock brakes, airbags, electronic stability control, lane change assist, adaptive cruise control and autonomous emergency braking.

While these advancements are limited to vehicles, other technologies and improvements have occurred within the infrastructure sector, including wire-rope barriers, tactile line markings, and soon-to-be-introduced mobile phone detection cameras. All of these components have a significant role to play in the safe systems approach to road safety.

With an unacceptable road toll, we need to identify the 'seatbelt' of the future. We need to test and trial new technology, including connected and automated vehicles to understand their application and impact.

We need to give the community confidence in these new and developing technologies to encourage their uptake among the broader vehicle fleet and in associated infrastructure.

When used correctly,
wearing a seatbelt

reduces the risk of a fatal injury to front seat passengers by

45%¹²

Vehicles fitted with electronic stability control were involved in 32% fewer single-vehicle crashes and

59%

fewer roll-over crashes that resulted in a driver injury.¹³

A Swedish evaluation has shown that, for vehicles fitted with auto emergency braking, there has been a reduction of rear-end crashes of between

35% and 41%¹⁴

Commitment

Provide dedicated funding to the Smart Innovation Centre to trial and conduct research on technological advancements that could improve road safety, with the aim of supporting regulatory reform to achieve mass adoption of proven technologies.

"With an unacceptable road toll, we need to identify the 'seatbelt' of the future. We need to test and trial new technology..."

¹² U.S. Department of Transportation (2000) Fatality Reduction by Safety Belts for Front-Seat Occupants of Cars and Light Trucks, National Highway Traffic Safety Administration DOT HS 809 199 December 2000. NHTSA Technical Report

¹³ Scully, J.E., Newstead, S.V. (2010). Follow up evaluation of electronic stability control effectiveness in Australasia. Monash University Accident Research Centre. Report No. 306.

¹⁴ Rizzi, M. Kullgren, A. & Tingvall, C. (2014). Injury crash reduction of low-speed Autonomous Emergency Braking (AEB) on passenger cars. IRC-14-73, IRCOBI Conference 2014.

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