



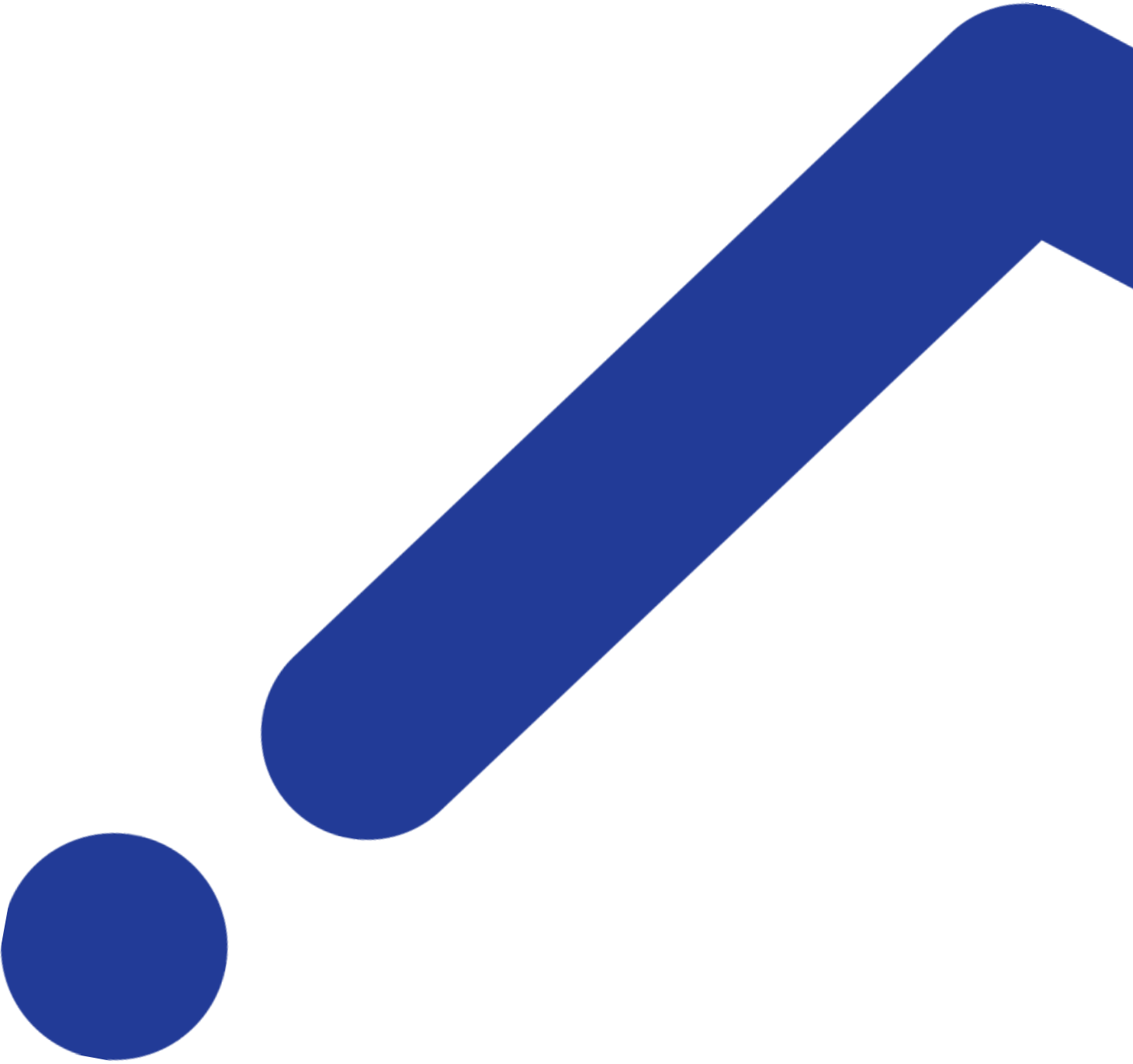
NRMA

Public Policy

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Safer Mobility



Alcohol

Random Breath Testing should be conducted at a level to achieve a network-wide impact on driver/rider behaviour. A long-term goal of at least 1.5 tests per year, per licence is supported.

A trial of Alco-gates in high-risk drink driving environments such as festivals and stadiums is supported on a voluntary basis.

Education campaigns that highlight the dangers of driving over the limit the next day should be expanded.

Alcohol interlock updates in fleet vehicles should be encouraged.

Child restraints

National child restraint laws are supported.

Child restraints should be professionally installed, with families shown how to adjust restraints.

Government funding for free child car seats and professional installation for low income families and Aboriginal and Torres Strait Islander families is supported.

Child car seat diversion programs should be offered to all drivers who receive an initial infringement notice for a child who is not properly restrained.

Child restraint installation should be a mandatory program for every council and should include targeted fitting days for disadvantaged community members.

Community Road Safety Fund

Revenue raised from detection cameras must be directed to a Community Road Safety Fund and reinvested in road safety initiatives. The establishment of a Community Road Safety Fund in the ACT is necessary.

Regular public reporting (i.e. every six months) of Community Road Safety Fund expenditure should be mandated, including outcomes of funded programs or initiatives.

Community awareness of NSW's Community Road Safety Fund should be improved.

Detection cameras

Evidence-based use of detection cameras to assist with enforcement, including speed, red-light, intersection safety, mobile phone and seatbelt, is supported (case-by-case).

Average or point-to-point speed cameras are supported for heavy vehicles. A trial of this technology for light vehicles in a regional location is supported.

Data collected from detection cameras should be protected and used only for road safety enforcement purposes.

Revenue raised from detection cameras must be directed to a Community Road Safety Fund and reinvested in road safety initiatives.

Varying approaches to the application of warning signs are supported and are determined based on the road safety objective of the program.

The co-location of warning signs with detection cameras (site-specific, highly overt) is supported where there is a real or perceived increase in risk (e.g. red-light cameras, intersection safety cameras, school zone speed cameras).

General network warning signs (not site-specific) are supported to increase general detection program awareness and to have a network-wide impact on driver/rider behavior (e.g. mobile phone detection cameras, seatbelt detection cameras).

Disability parking

An improved ratio of disability parking spaces is supported.

Real-time data is supported for private and council-held disability parking spaces.

An audit of disability parking spaces to ensure compliance with the relevant design standards is supported.

Harsher penalties for repeat offenders who misuse disability spaces are supported.

Drivers (international visitors)

Using a valid international driving licence for a period up to three months is supported for temporary international visitors. To continue driving on Australian roads after a period of three months, a state-based driving licence should be required.

International visitors wishing to drive on Australian roads should be provided with educational materials to improve understanding of local driving rules and conditions.

Drivers (new residents)

The current NSW and ACT graduated licensing schemes (staged progression and testing to achieve a full licence) are supported.

Restrictions on hands-free mobile phone use by Learner and Provisional drivers are supported.

Young drivers with a clean driving record should be rewarded with a free licence.

Young drivers should be encouraged to buy the safest car possible.

Funding to support learner driver mentoring programs for at-risk community members and Aboriginal and Torres Strait Islander learner drivers should be expanded.

Drivers (older)

Age should not be a deciding factor in determining when an older person should stop driving or have restrictions imposed.

From 75 years of age, a medical assessment conducted yearly is supported.

From 85 years of age, a medical assessment conducted yearly and an on-road driving assessment conducted every two years is supported. The option of transferring to a modified licence (distance-limited) from the age of 85 is also supported.

Information should be provided to older drivers about their transport options to help maintain their existing level of mobility when they stop driving.

Education (road users)

Initiatives that aim to reduce poor driving behaviour, such as education campaigns, high visible policing, and the use of technology to tackle in-car distractions, are supported.

Education campaigns to highlight the dangers of distracted walking should be expanded.

Education (schools)

Driver and road safety education should be a compulsory part of the school curriculum.

Primary school road safety education should focus on safe road use as pedestrians, cyclists, and riders of small-wheeled mobility devices (i.e. scooters), and addressing safe places to play.

Secondary school education should be delivered across consecutive years and tailored to the changing road safety needs of young people. Programs providing practical strategies that focus on pedestrians, public transport, passengers, young drivers and car safety are supported.

Appropriate training and resources must be made available to those who deliver quality road safety education.

Fatigue

Initiatives that address driver fatigue such as tactile line marking, rest stops and identification technology are supported.

The number of rest stop areas to accommodate both light and heavy vehicles should be expanded, with additional amenities provided, including lighting and signposting. Additional upgrades such as Wi-Fi provision and showering facilities are supported.

Logistics

The imbalance between road and rail transport (overreliance on heavy road transport), especially in regional NSW, should be corrected to improve safety and road conditions.

24-hour deliveries and essential services provision are supported to assist in dispersing freight and heavy vehicles.

Pedestrians

Infrastructure treatments to improve pedestrian safety, including more pedestrian countdown timers and the removal of green-on-green traffic signals are supported.

Police enforcement

High visible policing paired with education and enforcement is an effective way to address poor driver behavior and is supported.

Riders

Enhancements to motorcycle graduated licensing scheme to improve rider safety are supported.

Campaigns to further raise driver awareness of riders on roads should be expanded.

School zones

School zone flashing lights must be installed at every school to alert motorists to slow down when they approach a school zone.

Speed restrictions in school zones should be supported by 'speed-based' road design, ensuring alignment between the road environment and posted speed limit.

Sustainable Infrastructure



Funding

Funding models to maximise investment and bring forward road and transport infrastructure delivery, including Community Pays (taxation), Beneficiary Pays (value capture) and User Pays (road user charges), are supported.

Funding reform with a greater emphasis on the User Pays model will assist in alleviating funding constraints.

The use of private or institutional funding for public infrastructure is supported.

Road pricing

Road user charging presents a feasible road pricing reform pathway.

The introduction of a distance-based charge on electric vehicles (excluding hybrids) from 1 July 2027 or 30 per cent of new vehicle sales is supported.

Revenue from road user charging should be allocated to road and transport infrastructure and maintenance.

Road user charging schemes, once implemented and ubiquitous, should evolve to consider further use factors to improve equity and road network efficiency, including location (metropolitan vs regional), time of day and vehicle type.

Price adjustments should be considered over time to ensure sustainable funding for roads and transport infrastructure and maintenance.

Toll roads

Funding models to maximise investment and bring forward road and transport infrastructure delivery, including Community Pays (taxation), Beneficiary Pays (value capture) and User Pays (road user charges), are supported.

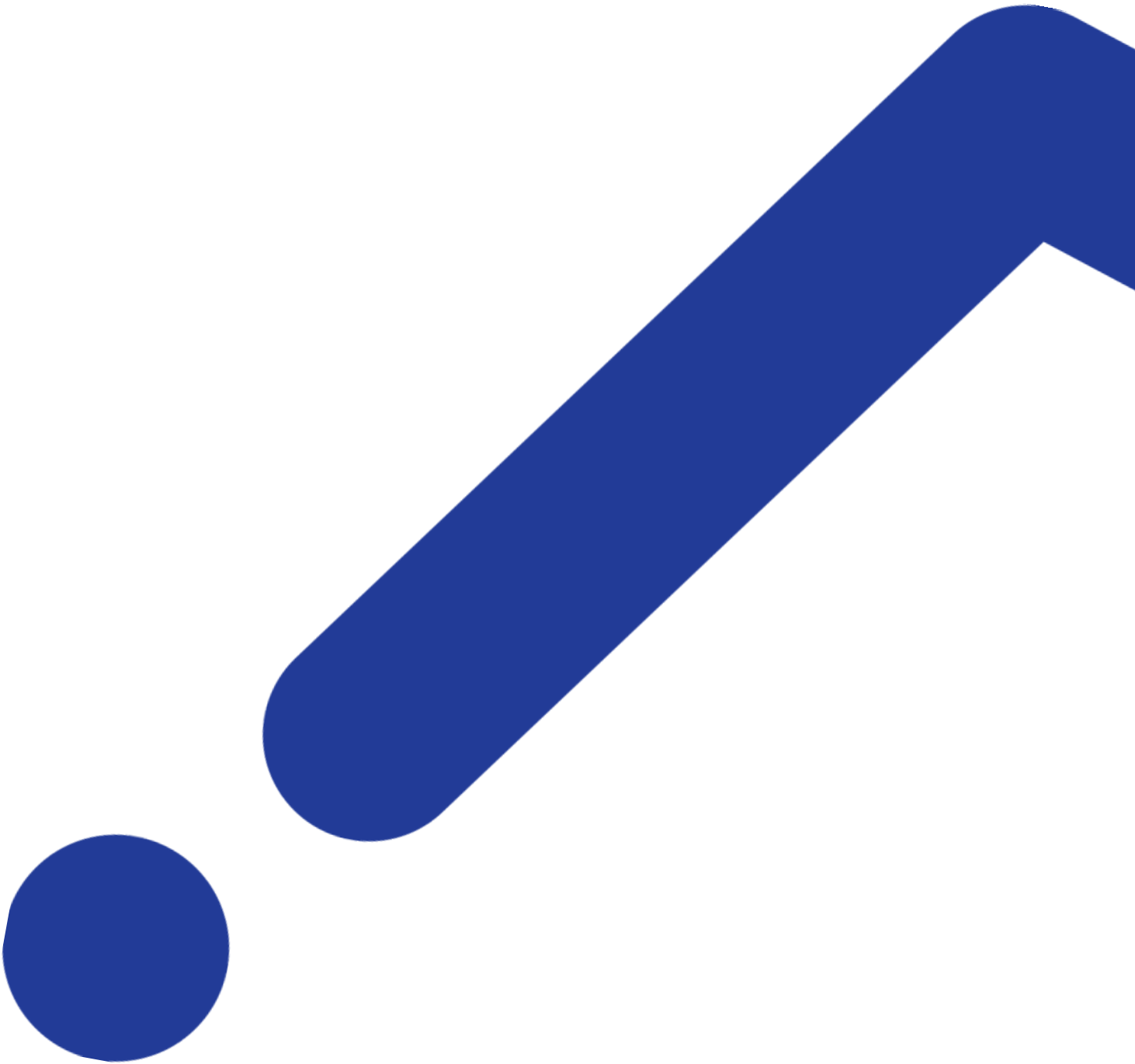
Tolling charges need to be fair, equitable and transparent while providing value for money.

Rationalising tolling charges across Sydney's motorway network is supported.

New motorway infrastructure requiring a toll should be free for use for a period of one month upon opening to give motorists the opportunity to evaluate the potential benefits.

The application of a new tolling charge on existing motorway infrastructure is not supported, except where a major enhancement or transformational upgrade has been realised.

Affordability, Equity & Access



Active transport (walking & cycling)

Active transport is supported, including to complement first and last mile transport journeys.

Active transport should be considered in all future transport, planning and environmental frameworks.

The deployment of improved infrastructure for active transport, educational programs for safer cycling, road design and treatments to better protect pedestrians, and 30km/h zones in ultra-high risk areas (case-by-case basis) is supported.

Connected and Automated Vehicles (CAVs)

Industry research and on-road trials of CAVs to test V2V and V2X technologies in real-world settings should be expanded.

Electric Vehicles (EVs)

Exempting EVs from Luxury Car Tax is supported.

Incentives and resources should be provided to encourage uptake of charging infrastructure in apartment and multi-storey blocks.

Incentives should be provided to businesses to encourage EV fleet purchases.

EV procurement policies and fleet targets should be adopted by all Australian governments.

A community-centric, data-driven approach to the planning and rollout of non-proprietary public EV charging infrastructure is supported. An inter-governmental working group should be established to develop a national plan and work with energy suppliers to manage network capacity.

The Australian Government should support enabling works and/or the provision of low interest loans for the installation of highway and destination EV charging infrastructure.

Australian governments should undertake a 'fit-for-purpose' review of their EV battery regulations.

Electric Vehicles (grid integration)

A comprehensive infrastructure audit of Australia's electricity grids and plan for future network investment to support the transition to EVs is supported.

Reforming network tariffs to incentivise usage in off-peak times is critical to co-ordinating and optimising the impact of a significant number of EVs connecting to the grid and is supported. Smart charging infrastructure can be used in co-ordination with time-varying network tariffs to ensure that EVs are only charged at times when costs will be lowest.

Network tariff reform is important for ensuring that EVs can provide support services rather than being a stressor on capacity.

Australian governments providing subsidies for the purchase and installation of smart meters that support EV charging at optimal times or bi-directional chargers that enable V2H and V2G functionality is supported.

Electric Vehicles (skills)

The development of STEM programs in collaboration with TAFE colleges and universities should be expanded given EV uptake projections and the strong industry focus on developing CAV technology.

Modernisation grants and employee retraining assistance grants to assist ICE part manufacturers and workers transition to new roles are supported.

Fuel efficiency standards

A mandated fuel efficiency or CO₂ standard is supported.

A standard should set phased targets designed for the Australian market, progressively reducing to ensure consistency with major international fuel efficiency standards, including USA, Japan & EU.

Separate phased targets should be set for Cars/SUVs (e.g. passenger and on-road SUVs) and Light commercials/4WDs (e.g. utilities and off-road 4WDs).

Phased targets should commence on 1 January 2025 (following the *Fuel Quality Standards (Petrol) Amendment Determination 2022*, limiting sulphur content in all unleaded fuels to 10ppm in 2024).

To support Australian governments' Net Zero targets, a standard should effectively aim to phase out the sale of >95 per cent of CO₂ emitting vehicles by 2035.

The overwhelming majority of manufacturer sales of new, carbon-emitting Cars/SUVs and Light commercials/4WDs in the Australian market from 1 January 2036 should be automatically subject to financial penalty.

Phased targets should be flexible, with provisions for manufacturers to achieve targets between 2025 and 2035 through several mechanisms, including manufacturer- and group-wide targets.

Phased targets must be periodically reviewed (e.g. every three years) to ensure they remain appropriate, fit-for-purpose, and supportive of maximising vehicle choice for the consumer.

Fuel prices

Fuel price reporting is supported. The establishment of fuel price reporting in the ACT is necessary to improve transparency.

Weekly fuel price reports that offer insights into price movements are supported.

The provision of real-time fuel price information through a digital dashboard and app is supported.

Micro mobility (bikes & scooters)

The regulated and safe use of personal micro mobility devices is generally supported (case-by-case).

Exploring opportunities to integrate micro mobility options safely into the existing transport system, including options for charging electric devices, is supported.

Parking

In conjunction with transport and on-street parking pricing that considers the value of land provision, improving the utilisation of private, off-street parking through app-based technology where permissible or feasible is supported.

Price reporting is supported for major commercial and public parking facilities to improve transparency.

A review of the NSW parking space levy that takes into consideration new trends, emerging technologies, and revised transport and planning strategies is supported.

Expanding the use of the NSW Government's Park'n Pay app is supported.

Public transport

Public transport should be efficient, reliable and affordable.

Transport infrastructure delivery plans should have a long-term horizon to encourage private investment in projects and associated infrastructure and service opportunities.

Transport infrastructure delivery plans should be developed alongside and integrated with broader planning and environmental frameworks.

The decarbonisation of transport is supported, particularly transitioning to zero emissions buses in the shortest possible timeframe to support improved health and environmental amenity.

Corridor preservation, investigation and planning works for fast and faster rail to support gateway cities, including Sydney, Newcastle, Gosford, Wollongong and Canberra is supported.

Connected Regions



Electric Vehicles (infrastructure)

Australia should maintain, at a minimum, a ratio of DC fast chargers to EVs of 1:130, with a potential target of 1:100.

A community-centric, data-driven approach to the planning and rollout of non-proprietary public EV charging infrastructure is supported. An inter-governmental working group should be established to develop a national plan and work with energy suppliers to manage network capacity.

The Australian Government should support enabling works and/or the provision of low interest loans for the installation of highway and destination EV charging infrastructure.

The identification and planning of infrastructure investment to facilitate the charging of heavy vehicles and emerging mobility technology, specifically micro-mobility, is supported.

Planning

Wide-ranging, community-led public consultation with landholders and stakeholders is critical when major infrastructure is proposed in or through regional towns.

The February 2021 refresh of the NSW Government's *20-Year Economic Vision for Regional NSW* to drive sustainable, long-term economic growth is supported.

Increased investment in tourism and community-based infrastructure to enhance the economic prosperity of regional communities is supported.

A greater focus on common user infrastructure, digital connectivity, education and skills, tourism, and major place-based investments is supported.

Connectivity improvements to Sydney, Newcastle, Wollongong and Canberra to cater for future population growth, freight growth and increased visitation to the regions are supported.

Public transport

Public transport should be efficient, reliable and affordable.

Transport infrastructure delivery plans should have a long-term horizon to encourage private investment in projects and associated infrastructure and service opportunities.

Transport infrastructure delivery plans should be developed alongside and integrated with broader planning and environmental frameworks.

A hub-and-spoke transport model to improve mobility within and throughout regional areas is supported.

The decarbonisation of transport is supported, particularly transitioning to zero emissions buses in the shortest possible timeframe to support improved health and environmental amenity.

Regional airports

The Australian Government's Regional Aviation Policy Statement initiative and funding for regional airport upgrade and enhancement programs is supported.

Road conditions

Sustainable funding is necessary to address the approximate \$1.5 billion regional council infrastructure backlog and support long-term maintenance. Immediate action is critical to prevent the current funding backlog worsening.

A full audit and measurement of the condition of the local road network is required following heavy rainfall and flooding to ensure funding is targeted and allocated efficiently.

The imbalance between road and rail transport, especially in regional NSW, should be corrected.

The provision of real-time traffic information on the local road network, particularly during emergencies such as bushfires or floods, is supported.

The Australian Government's Roads of Strategic Importance program to connect regional communities and businesses with domestic and international markets should be expanded.

Tourism

Additional funding for tourism marketing agencies such as Destination NSW is supported.

Raising awareness and intention to travel to Australia by international visitors through marketing and partnership activities of Tourism Australia is supported.

Improving the connectivity of tourism regions through road, rail and aviation infrastructure investment is supported.

Tourism labour & skills

Training, incentive and employment programs that encourage a greater number of cohorts of the workforce to consider a job in tourism, including Aboriginal and Torres Strait Islander people, mature-aged workers, people with a disability, welfare recipients, school leavers and working holiday makers, should be increased.

Investigating variations to payroll tax for tourism and hospitality operators, whereby savings are used to incentivise work in hospitality, should be considered.

Incentives for hiring and providing on-the-job training for apprentices in tourism and hospitality roles is supported.

Tourism recovery

Tourism revitalisation funding should be prioritised for areas affected by natural disasters.

Improving the resilience of tourism regions through investment in emergency response frameworks, digital technology, training and smart infrastructure is supported.

Tourism revitalisation funding to incentivise the upgrade and refurbishment of tired regional product that has been postponed or cancelled as a result of the pandemic should be expanded.

The provision of incentives, low-interest loans, and resourcing to expedite infrastructure projects by the private sector or councils is supported.

Tourism sustainability

Increased funding for state and federal national park agencies to allow them to effectively conserve natural areas, mitigate natural disasters and invasive species, and provide suitable visitor infrastructure to manage visitor numbers is supported.

The use of digital technology and user pays systems to manage the impact of visitation on natural areas is supported.

Investigating opportunities for private sector involvement in the delivery of conservation projects, visitor experiences and infrastructure in the natural environment is supported.

