

REGIONAL NSW SERVICES AND INFRASTRUCTURE PLAN

Initiatives List

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Regional NSW Customer Outcomes

Number	Outcome
1.	Flexible services are an integral part of the transport system helping to deliver reliability and the most appropriate type of service for customer needs
2.	A transport system that adapts to and embraces new technology
3.	The appropriate movement and place balance is established enabling people and goods to move efficiently through the network whilst ensuring local access and vibrant places
4.	Supporting centres with appropriate transport services and infrastructure
5.	Changes in land use, population and demand, including seasonal changes, are served by the transport system
6.	Economic development is enabled by regional transport services and infrastructure
7.	A safe transport system for every customer with zero deaths or serious injuries on the network by 2056
8.	A transport system which is resilient to significant weather events including floods, fog, bush fires
9.	Accessibility to employment and services such as health, education, retail and cultural activities within Regional Cities and Centres
10.	Customers enjoy improved connectivity, integrated services and better use of capacity

Committed Initiatives – 0-10 years

Some of these initiatives are subject to final business case and funding

Regional NSW

Timing for Initiative	Region	Initiative	Initiative type
0-10 yrs committed	Regional	Road Classification Review	Policy and planning
0-10yrs committed	Regional	NSW Boating Now Program	Infrastructure
0-10yrs committed	Regional	Regional Rail Fleet Project	Infrastructure
0-10yrs committed	Regional	Safer Roads Program	Infrastructure
0-10yrs committed	Regional	Saving Lives on Country Roads Program	Infrastructure
0-10yrs committed	Regional	Local Government Road Safety Program	Infrastructure
0-10yrs committed	Regional	Road Freight Safety and Productivity	Infrastructure
0-10yrs committed	Regional	Regional Road Freight Corridor Fund	Infrastructure
0-10yrs committed	Regional	Bridges for the Bush Program	Infrastructure
0-10yrs committed	Regional	Fixing Country Rail Program	Infrastructure
0-10yrs committed	Regional	Fixing Country Roads	Infrastructure
0-10yrs committed	Regional	Transport Access Program	Infrastructure
0-10yrs committed	Regional	Heavy vehicle rest areas	Policy and planning
0-10yrs committed	Regional	Transport corridor planning	Policy and planning
0-10yrs committed	Regional	Regional Passenger Transport Strategic Framework and Delivery Model	Service
0-10yrs committed	Regional	Hub and Spoke Model	Service
0-10yrs committed	Regional	Increase availability of regional slots at Sydney's airports during peak hours	Service
0-10yrs committed	Regional	Demand responsive transport services	Service
0-10yrs committed	Regional	Country Passenger Infrastructure Grants Scheme	Policy and planning
0-10yrs committed	Regional	First Stop Transport	Policy and planning
0-10yrs committed	Regional	Data collection improvements for Regional NSW	Policy and planning
0-10yrs committed	Regional	Regional Airports Program	Infrastructure

Hunter

Timing for Initiative	Region	Initiative	Initiative type
0-10yrs committed	Central Coast, Hunter, Illawarra Shoalhaven, Central West and Orana	New Intercity Fleet (Multi-region)	Infrastructure
0-10yrs committed	Hunter	Nelson Bay Road improvements – Fern Bay to Williamtown	Infrastructure
0-10yrs committed	Hunter	Newcastle Cruise Terminal	Infrastructure
0-10yrs committed	Hunter	Cormorant Road, Industrial Drive to Stockton Bridge (State and Federal Funded)	Infrastructure
0-10yrs committed	Hunter	Hunter Pinch Points	Infrastructure
0-10yrs committed	Hunter	New England Highway, Scone Bypass (State and Federal Funded)	Infrastructure
0-10yrs committed	Hunter	New England Highway, Gowrie Gates, Widen Rail Underpass	Infrastructure
0-10yrs committed	Hunter	New England Highway, Belford to Golden Highway Upgrade	Infrastructure
0-10yrs committed	Hunter	Newcastle Inner City Bypass, Rankin Park to Jesmond	Infrastructure
0-10yrs committed	Hunter	New England Highway, Muswellbrook Bypass (Planning)	Infrastructure
0-10yrs committed	Hunter	New England Highway, Singleton Bypass (Planning)	Infrastructure
0-10yrs committed	Hunter	M1, Hexham, Raymond Terrace upgrades	Infrastructure
0-10yrs committed	Hunter	Newcastle Light Rail	Infrastructure
0-10yrs committed	Hunter	Lower Hunter Freight Corridor Protection	Infrastructure
0-10yrs committed	Hunter, Central West and Orana	Golden Highway Safety and Productivity Works (State and Federal Funded)	Infrastructure

Central Coast

Timing for initiative	Region	Initiative	Initiative type
0-10yrs committed	Central Coast, Hunter, Illawarra Shoalhaven, Central West and Orana	New Intercity Fleet (Multi-region)	Infrastructure
0-10yrs committed	Central Coast	Pacific Motorway Widening and Reconstruction, Wyong Road to Doyalson Link Road (State and Federal Funded)	Infrastructure
0-10yrs committed	Central Coast	Pacific Motorway Widening, Kariong Interchange to Somersby Interchange (State and Federal Funded)	Infrastructure
0-10yrs committed	Central Coast	Pacific Highway, Ourimbah Street to Glen Road	Infrastructure
0-10yrs committed	Central Coast	Wyong Road, Mingara Drive to Tumby Road Upgrade	Infrastructure
0-10yrs committed	Central Coast	Manns Road, Central Coast Highway to Narara Creek Road (Planning)	Infrastructure
0-10yrs committed	Central Coast	Warnervale Link Road, Albert Warner Drive to Pacific Highway (Planning)	Infrastructure
0-10yrs committed	Central Coast	Pacific Highway, Parsons Road to Ourimbah Street (Planning)	Infrastructure
0-10yrs committed	Central Coast	Pacific Highway and Manns Road, Narara Creek Road to Parsons Road (Planning)	Infrastructure
0-10yrs committed	Central Coast	Pacific Highway, Wyong Town Centre (Planning)	Infrastructure
0-10yrs committed	Central Coast	Empire Bay Drive, The Scenic Road and Cochrone Street Intersection Upgrade	Infrastructure
0-10yrs committed	Central Coast	Kangy Angy Train Maintenance Facility for New Intercity Fleet	Infrastructure

Illawarra Shoalhaven

Timing for initiative	Region	Initiative	Initiative type
0-10yrs committed	Central Coast, Hunter, Illawarra Shoalhaven, Central West and Orana	New Intercity Fleet (Multi-region)	Infrastructure
0-10yrs committed	Illawarra Shoalhaven	Albion Park Rail Bypass (Planning and Preconstruction)	Infrastructure
0-10yrs committed	Illawarra Shoalhaven	Nowra Bridge over Shoalhaven River (Planning) (State and Federal Funded) subject to final business case and Federal funding	Infrastructure
0-10yrs committed	Illawarra Shoalhaven	Princes Motorway Improvements, Bulli Tops to Picton Road (Planning) (State and Federal Funded)	Infrastructure
0-10yrs committed	Illawarra Shoalhaven	Berry to Bomaderry Upgrade	Infrastructure
0-10yrs committed	Illawarra Shoalhaven	Princes Motorway, Interchange at Base of Mount Ousley (Planning)	Infrastructure
0-10yrs committed	Illawarra Shoalhaven	Burrill Lake Bridge Replacement	Infrastructure

North Coast

Timing for initiative	Region	Initiative	Initiative type
0-10yrs committed	North Coast	Bruxner Highway, Replacement Bridge over Clarence River	Infrastructure
0-10yrs committed	North Coast	Woolgoolga to Ballina (State and Federal Funded)	Infrastructure
0-10yrs committed	North Coast	Warrell Creek to Nambucca Heads (State and Federal Funded)	Infrastructure
0-10yrs committed	North Coast	Summerland Way, Additional Clarence River Crossing (Grafton Bridge)	Infrastructure
0-10yrs committed	North Coast	Coffs Harbour Bypass (Subject to final business case & Federal funding)	Infrastructure
0-10yrs committed	North Coast, New England North West, Central West and Orana	Oxley Highway Safety and Realignment Works (Multi-region)	Infrastructure

South East and Tablelands

Timing for initiative	Region	Initiative	Initiative type
0-10yrs committed	South East and Tablelands	Batemans Bay Bridge (planning)	Infrastructure
0-10yrs committed	South East and Tablelands	Kosciuszko Road Overtaking Lanes and Safety Improvements	Infrastructure
0-10yrs committed	South East and Tablelands	Barton Highway Improvements (State and Federal Funded)	Infrastructure
0-10yrs committed	South East and Tablelands	Queanbeyan Bypass (Ellerton Drive Extension) (State, Federal and Local Government Funded)	Infrastructure
0-10yrs committed	South East and Tablelands	Eden cruise facilities development	Infrastructure
0-10yrs committed	South East and Tablelands	Monaro Highway Overtaking Lanes and Safety Improvements	Infrastructure
0-10yrs committed	South East and Tablelands	Kings Highway, Replacement Clyde River Bridge	Infrastructure
0-10yrs committed	South East and Tablelands	MR92 Nerriga Road improvements	Infrastructure
0-10yrs committed	South East and Tablelands; Central West and Orana	Main Road 54 (Goulburn to Bathurst) Initial Sealing	Infrastructure
0-10yrs committed	South East and Tablelands	Dignams Creek Realignment	Infrastructure
0-10yrs committed	Riverina Murray; South East and Tablelands	Hume Highway Heavy Duty Pavement (State and Federal Funded)	Infrastructure

Riverina Murray

Timing for initiative	Region	Initiative	Initiative type
0-10yrs committed	Riverina Murray	Gocup Road Upgrade	Infrastructure
0-10yrs committed	Riverina Murray	Newell Highway, West Wyalong Heavy Vehicle Bypass	Infrastructure
0-10yrs committed	Riverina Murray; South East and Tablelands	Hume Highway Heavy Duty Pavement (State and Federal Funded)	Infrastructure
0-10yrs committed	Riverina Murray; Central West and Orana; New England North West	Newell Highway Overtaking Lanes (Multi-region)	Infrastructure
0-10yrs committed	Riverina Murray	Cobb Highway, New Bridge at Echuca - Moama	Infrastructure
0-10yrs committed	Far West; Riverina Murray	Cobb Highway Seal Extension	Infrastructure
0-10yrs committed	Riverina Murray	Junee North Triangle	Infrastructure
0-10yrs committed	Riverina Murray	Narrandera - Tocumwal Railway Reactivation	Infrastructure
0-10yrs committed	Riverina Murray; New England North West; Central West and Orana	Inland Rail (Federal Funded)	Infrastructure

New England North West

Timing for initiative	Region	Initiative	Initiative type
0-10yrs committed	New England North West	Newell Highway, Mungle Back Creek to Boggabilla Heavy Duty Pavement (State and Federal Funded)	Infrastructure
0-10yrs committed	New England North West	New England Highway, Bolivia Hill Upgrade (State and Federal Funded)	Infrastructure
0-10yrs committed	New England North West	Oxley Highway, Gunnedah Bridge over Rail	Infrastructure
0-10yrs committed	North Coast; New England North West; Central West and Orana	Oxley Highway Safety and Realignment Works (Multi-region)	Infrastructure
0-10yrs committed	Riverina Murray; Central West and Orana; New England North West	Newell Highway Overtaking Lanes (Multi-region)	Infrastructure
0-10yrs committed	New England North West	Newell Highway Heavy Vehicle Pavement Upgrades – Narrabri-Moree, North of Moree (Planning)	Infrastructure
0-10yrs committed	New England North West	Barraba Branch Line	Infrastructure
0-10yrs committed	Riverina Murray; New England North West; Central West and Orana	Inland Rail (Federal Funded)	Infrastructure
0-10yrs committed	New England North West	Tamworth Rail Freight Centre	Infrastructure

Central West and Orana

Timing for initiative	Region	Initiative	Initiative type
0-10yrs committed	Central West and Orana	Mitchell Highway, Guanna Hill Realignment	Infrastructure
0-10yrs committed	Central West and Orana	Newell Highway, Improvements through Coonabarabran (Planning)	Infrastructure
0-10yrs committed	Central West and Orana	Newell Highway, Trewilga Realignment	Infrastructure
0-10yrs committed	Central West and Orana	Newell Highway, Parkes Bypass (Planning)	Infrastructure
0-10yrs committed	Central West and Orana	Newell Highway, New Dubbo Bridge (Planning)	Infrastructure
0-10yrs committed	Central Coast, Hunter, Illawarra Shoalhaven, Central West and Orana	New Intercity Fleet (Multi-region)	Infrastructure
0-10yrs committed	Riverina Murray; Central West and Orana; New England North West	Newell Highway Overtaking Lanes (Multi-region)	Infrastructure
0-10yrs committed	North Coast; New England North West; Central West and Orana	Oxley Highway Safety and Realignment Works (Multi-region)	Infrastructure
0-10yrs committed	Hunter, Central West and Orana	Golden Highway Safety and Productivity Works (State and Federal Funded)	Infrastructure
0-10yrs committed	Central West and Orana	Regional Rail Maintenance Facility (Dubbo subject to planning approval)	Infrastructure
0-10yrs committed	Central West and Orana	Upgrades to Main West Line	Infrastructure
0-10yrs committed	Riverina Murray; New England North West; Central West and Orana	Inland Rail (Federal Funded)	Infrastructure

Far West

Timing for initiative	Region	Initiative	Initiative type
0-10yrs committed	Far West	Silver City Highway Seal Extension	Infrastructure
0-10yrs committed	Far West; Riverina Murray	Cobb Highway Seal Extension	Infrastructure

Future Transport Initiatives for Investigation

The following initiatives have been proposed for further investigation as a result of planning work undertaken for Future Transport.

Regional NSW

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Regional NSW	Regional Transport Plans	Policy and planning	To be developed for each region to align with the Department of Planning and Environment's 20 year Regional Plans. These will be prepared in consultation with local government and Joint Organisations, other state government agencies and Australian Government bodies.	Provide strategic transport guidance for each Regional NSW region.	4, 5, 6, 9, 10
0-10yrs for investigation	Regional NSW	Saving Lives on Country Roads program (continuation)	Infrastructure	Program to address the challenge of more than two thirds of fatalities occurring on country roads. Includes: <ul style="list-style-type: none"> Safety infrastructure upgrades targeting high risk curves and key routes, including local roads Delivery of a targeted NSW country roads public education campaign Partnering with local councils, community groups and industry to support grass-roots Towards Zero initiatives 	Safety improvements targeted at regional communities.	7
0-10yrs for investigation	Regional NSW	Local Government Road Safety Program (continuation)	Infrastructure	Partnership between Transport for NSW, RMS and participating local Councils in NSW. The program provides up to 50 percent funding contribution to the salary of a Road Safety Officer and funding for local road safety projects.	Safety improvements targeted at regional communities.	7

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Regional NSW	Regional Road Freight Corridor Fund (continuation)	Infrastructure	Program to upgrade key regional highways, ensuring regional producers can transport goods on time and in a cost effective manner.	Supports improvements to road freight corridors.	6
0-10yrs for investigation	Regional NSW	Road network management system	Infrastructure	The implementation of a multi-modal system that enables live monitoring of network performance across all passenger and freight modes using motorways and highways.	Supports the use of technology to inform decisions and enable responses. This will improve safety and support better economic outcomes.	2, 6
0-10yrs for investigation	Regional NSW	CAV Readiness Program	Policy and planning	Program to ensure CAV and autonomous vehicle readiness, including smart roads and incorporating design standards to support CAVs to enable the strategic road network to adapt to accommodate the evolution of future CAVs for freight and passenger movement.	Supports customers' ability to travel long distances using AV and CAVs while improving accessibility of CAVs and AVs.	2
0-10yrs for investigation	Regional NSW	Continuation of port efficiency, access and integration initiatives	Infrastructure	Road and rail projects focussed on improving port access, efficiency, and integration with the surrounding network.	Improves the movement of goods to and from ports by reducing congestion in the surrounding road and rail networks. These projects will also assist in improving safety of the roads supporting port operations. Supports international freight and passenger movement, reducing congestion on road and rail network and improved safety of road networks supporting port operations. Also results in improved supply chain efficiencies.	6, 10
0-10yrs for investigation	Regional NSW	Regional booking system	infrastructure	Investment to support implementation of electronic ticketing and online adaptive booking systems	Using new technologies to improve services for customers through electronic ticketing and adaptive booking. It will also assist in data collection for operators.	2

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Regional NSW	Fixing Country Roads program (continuation)	Infrastructure	The program helps to fund projects that better connect local and regional roads to state highways and key freight hubs; such as silos, saleyards, rail heads, supermarket distribution centres, industrial parks and depots.	The Program will improve road safety, enables larger freight loads to be moved faster, reduce freight costs, takes pressure off roads, enables primary producers to earn more money and strengthen local economies by creating stronger employment opportunities.	6, 7
0-10yrs for investigation	Regional NSW	Fixing Country Rail program continuation	Infrastructure	Projects funded under Fixing Country Rail could include sidings, passing loops, the reopening of non-operational sections and network enhancements that allow the use of faster, longer and heavier trains.	Ongoing program to improve road safety, enable larger freight loads to be moved faster, reduce freight costs, take pressure off roads, enable primary producers to earn more money as well as strengthen local economies and create stronger employment opportunities.	6, 7
0-10yrs for investigation	Regional NSW	Bridges for the Bush continuation	Infrastructure	Upgrades of various bridges in regional NSW, including the Bridges for the Bush program; and local road bridges	Ongoing program to enhance freight productivity by removing significant freight pinch points or bottlenecks on the state road network. It aims to improve the safety and reliability of old bridge structures. It results in reduced annual, recurrent maintenance costs.	8

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Regional NSW	Place Plans	Policy and planning	<p>Plan to deliver an integrated transport network to improve access to/from/within key places or centres by all modes across Regional NSW.</p> <p>It is the application of the Movement and Place Framework to improve the function of transport corridors to enhance the amenity of places. It will include the development of an active transport network, identifying the missing links and initiatives for behaviour change to support more sustainable travel options.</p> <p>Place plans will also include travel demand management policies and tools to support travel such as car sharing and to assist workers and employers better manage travel demand.</p> <p>They will consider the need for access to be prioritised by high efficiency passenger and freight services as well as providing access for shared, connected, automated and electric vehicles.</p>	Supports improvements to places, including improved amenity and reduced vehicle through movements. Improves accessibility by providing alternative options to town access.	4
0-10yrs for investigation	Regional NSW	Rail Network Optimisation Program	Service	Program optimising service patterns for faster journey times and point to point connections to improve customer outcomes.	Supports quicker rail journey travel times and increased transport accessibility.	9
0-10yrs for investigation	Regional NSW	Demand responsive transport services	Service	Program to make flexible on demand transport available in all regions	Enables people to have transport options, increasing their ability to access a range of services and infrastructure. Flexible transport services to provide new or improved coverage to areas where traditional public transport is difficult to provide.	1, 2

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Regional NSW	Towards Zero Infrastructure Program	Infrastructure	Program of additional road safety infrastructure measures for rural and regional roads to reduce head-on and run off road crashes	The Towards Zero Infrastructure Program will contribute towards achieving the State Priority target of a 30 per cent reduction in fatalities across NSW as well as Vision Zero. The program will be considered as part of the NSW Road Safety Plan 2021, which includes additional measures to improve road safety.	7
0-10yrs for investigation	Regional NSW	Walking programs	Infrastructure	Completion of Newcastle, Wollongong and Central Coast 10 km pedestrian network, Completion of 2 km radius catchment investments for regional centres. Will include safety measures identified from Safe System design principles for corridor planning (including traffic calming and pedestrian priority measures).	Integrate Cycling and Walking Programs for Regional Cities and Centres to complete missing links, create integrated transport networks and encourage sustainable travel. Enables the provision of a more convenient, safer transport option and supports more accessible, liveable and productive towns, centres and cities through the reduction of congestion, freeing up capacity of the public transport system as well as on-street activity resulting in increased passive surveillance.	2

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Regional NSW	Cycling programs	Infrastructure	Completion of Sydney, Parramatta, Western Sydney Airport, Newcastle 10 km cycling network, 5 km radius of district and regional centres. Will include safety measures identified from Safe System design principles for corridor planning (including traffic calming measures).	<p>Integrate Cycling and Walking Programs for Regional Cities and Centres to complete missing links, create integrated transport networks and encourage sustainable travel.</p> <p>Enables the provision of a more convenient, safer transport option and supports more accessible, liveable and productive towns, centres and cities through the reduction of congestion, freeing up capacity of the public transport system as well as on-street activity resulting in increased passive surveillance.</p>	3
0-10yrs for investigation	Regional NSW	Car share package	Policy and planning	Support and facilitate car sharing programs around the state.	Enables transport choice as well as encourages reduced vehicle ownership resulting in improvements to streetscapes, supports use of public and active transport and environmental benefits of reduced car use.	2
0-10yrs for investigation	Regional NSW	Regional Parking Guidelines	Policy and planning	Deliver and implement regional parking guidelines across Regional NSW.	Development of a strategy as to how parking in Regional NSW should be delivered in order to get to the best use of existing and future transport assets, increase amenity in places as well as supports freight and commercial businesses.	4

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Regional NSW	Resilience Package	Infrastructure	Improving immunity for Flood prone regional roads.	Increasing resilience in Regional NSW through Improved connectivity and reduced isolation for communities affected by severe weather events such as floods, fog and bush fires; Making assets more resilient to significant weather events to avoid service disruptions and negative impact on costs and the State's economy . Support improvements to safety in NSW as well as increases accessibility for customers travelling in Regional NSW.	8
0-10yrs for investigation	Regional NSW	Sealing Country Roads Program	Infrastructure	Program of works to progressively seal unsealed roads in regional NSW.	Supports increased safety and accessibility for customers travelling on unsealed roads.	7, 8
0-10yrs for investigation	Regional NSW	Slopes and culverts condition program	Infrastructure	Program of works to progressively address/ improve the conditions of slopes and culverts in the network	Supports increased safety for customers travelling on roads.	7
0-10yrs for investigation	Regional NSW	Last Mile Productivity Initiative	Infrastructure	Investigate capacity of existing programs to improve first and last mile connectivity and efficiency for freight network.	Supports freight productivity by simplifying and reducing barriers to movement of goods.	6
0-10yrs for investigation	Regional NSW	Heavy vehicle rest areas (continuation)	Infrastructure	Program to continue building heavy vehicle rest areas across relevant areas of the road network, including identifying locations for service centres along state highways.	Supports increased safety for customers using the road network.	7

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Regional NSW	Town Bypasses identification of future need	Policy and planning	The identification of town bypasses are a result of corridor strategies and road network plans as well as the movement and place framework. This work will take into account traffic which is through traffic, impacts on place, the need for freight efficiency and the capacity of the surrounding road network.	Town bypasses diverting heavy vehicle freight movements and other through traffic away from town centres, combined with improved placemaking features in bypassed centres, to improve traffic, safety, and urban amenity. It improves freight productivity and facilitates faster travel times.	3, 4
0-10yrs for investigation	Regional NSW	Implementation of traffic incident and information services	Policy and planning	Investigate implementation of traffic incident and information services for management of all road closures (ie floods and natural disasters)	Improves the efficiency of the National freight network.	2
0-10yrs for investigation	Regional NSW	Inland Port	Infrastructure	Cross-government initiative to create an Inland Port that provides processing of goods and customs services prior to arrival at coastal ports for shipping. Moorebank could serve this function.	Improve efficiency of freight movements from Inland regions to the coastal ports and vice versa.	6
0-10yrs for investigation	Regional NSW	Fuel vouchers policy	Policy and planning	Development of a policy considering the provision of fuel vouchers for people living in remote NSW .	Support easier access for people in remote areas to access necessary services such as health, education, retail and cultural activities.	9
0-10yrs for investigation	Regional NSW	Cross border public transport pricing and regulation MoUs	Policy and planning	Establishment of Memorandums of Understanding between state governments where none exist to support seamless pricing and regulations for cross border travel.	Support ease of access across other states and territories.	9, 10
0-10yrs for investigation	Regional NSW	School Bus and Community Transport Model development	Policy and planning	Development of a model that considers the conversion of school bus and community transport services to provide access for all communities.	Improve access for all regional NSW through better use of existing assets.	1, 2, 4, 9, 10
0-10yrs for investigation	Regional NSW	Maritime Safety Program	Infrastructure	Delivery of the NSW Regional Boating Plans and other maritime safety improvements.	Improvements to the safety of our waters.	7

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Regional NSW	Active Transport Sharing Scheme	Service	Investment in an assisted mobility device (AMD) and electric bike sharing scheme to incentivise uptake within context of an optimal policy and regulatory framework. May include active transport options as well as other AMDs more suitable for an ageing population.	Support increased active travel.	2, 3, 9, 10
0-10yrs for investigation	Regional NSW	Aerial technology use	Service	The use of aerial technology such as drones for transport. They may be used to deliver emergency transport services, disaster responses or last mile freight deliveries	Supports better use of technology to assist in reducing congestion or delivering quicker responses.	1, 2, 7
0-10yrs for investigation	Regional NSW	Access Prioritisation Plan	Policy and planning	Strategic plan using the Movement and Place Framework that identifies initiatives to prioritise access to interchanges, corridors and key places. Will consider the need for access to be prioritised by high efficiency passenger and freight services as well as providing access for shared, connected, automated and electric vehicles.	Supports improvements to places, including improved amenity and reduced vehicle through movements and improved accessibility by providing prioritisation.	3, 4, 6, 7, 9, 10
0-10yrs for investigation	Regional NSW	Fleet Leasing Policy	Policy and planning	Policy for the NSW Government Transport Cluster to use safer and lower emissions vehicles to result in reduced costs and improved health outcomes of staff and communities and to accelerate uptake in regional communities of safer and cleaner vehicles.	Supports the use of safer and cleaner vehicles across NSW.	2, 7

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Regional NSW	Mobility as a Service (MaaS)	Policy and planning	<p>A business model for customers to access transport services in which customers can use a single account and booking interface to access a broad range of transport modes, none of which the customer owns. Examples would be allowing a customer to access public transport, car sharing and bike sharing all using the same system.</p> <p>It provides a single comprehensive source of public transport information, including cross border services.</p>	Supports accessibility of public transport use.	2, 9, 10
0-10yrs for investigation	Regional NSW	Next generation ticketing	Policy and planning	<p>Seamless ticketing system across all modes of transport in NSW. Will assist in capturing transport data in regional areas.</p>	Supports accessibility of public transport use.	2, 9, 10
0-10yrs for investigation	Regional NSW	Fare alignment	Policy and planning	<p>Alignment of fares in regional NSW with those in the current Opal operational area. This will increase equity between regions, improve social inclusion and affordability as well as assist in encouraging greater use of public transport services.</p>	Supports public transport use.	8
0-10yrs for investigation	Regional NSW	Assisted Mobility Device Strategy	Policy and planning	<p>Development of a policy and regulatory framework to manage the safe introduction and promotion of Assisted Mobility Devices that considers advancing technology and automation.</p>	Supports accessibility by people using Assisted Mobility Devices.	2, 9

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Regional NSW	'Whole of life' Approach Plan	Policy and planning	Develop strategy that re-focuses asset management to adopt a 'whole of life' approach – plan, build and manage assets now and into the future that are safe and available, provide the desired operational performance in a reliable, sustainable, presentable and affordable manner.	Supports better use of assets.	2
0-10yrs for investigation	Regional NSW	CAV, electric vehicle and Intelligent Transport System trials	Policy and planning	Trials of CAVs, electric vehicles (including buses) and intelligent transport systems.	Supports safer and more efficient movement of people and goods.	2, 6, 9, 10
0-10yrs for investigation	Regional NSW	Electric Vehicle Policy	Policy and planning	The development and implementation of an electric vehicle policy that aims to maximise benefits for passenger and freight mobility, productivity and support liveable centres. It will also develop cost effective energy reduction solutions for passenger and freight services.	Supports passenger and freight mobility, productivity and liveable centres.	2, 9, 10

Hunter

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Hunter	Newcastle Light Rail network extension	All	Extension of the Newcastle Light Rail network and corridor preservation.	Support identified urban renewal corridors and growth to the west of the City centre with a mode of transport that supports street activation. Enables increased connectivity between strategic centres of Greater Newcastle through an integrated servicing plan.	3, 4, 51
0-10yrs for investigation	Hunter, Central West and Orana	Golden Highway improvements (continuation)	Infrastructure	Upgrade the Golden Highway through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works	The route has been identified as an important connection between the Central West and Orana region and Greater Newcastle and the Port of Newcastle. There is also a State target to facilitate the movement of high productivity vehicles on the highway in the long term due to the constraints that make such a connection between the Central West and Sydney via the Great Western Highway less cost effective. Corridor improvements will deliver greater journey time savings and road safety outcomes.	5, 6, 7

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Hunter	M1, Hexham, Raymond Terrace upgrades	Infrastructure	Upgrades to the strategic network of primary freight routes comprising of the New England Highway, M1 Pacific Motorway through to the Pacific Highway at Raymond Terrace and the strategic junction with the New England Highway and Hexham Straight.	<p>Improve travel times and reliability for the key movements at the strategic junction of M1, John Renshaw Drive, New England Highway and Pacific Highway (including Hexham Straight and Hexham Bridge to Masonite Road).</p> <p>Provide a route which reduces the overall freight transport time and cost for heavy vehicles along the Pacific Highway corridor, the New England Highway and other key strategic freight routes around the Greater Newcastle area, improving opportunity for increased freight capacity and efficiency.</p> <p>Provide long term route reliability along the Pacific Highway corridor (including Hexham Straight and Hexham bridge to Masonite Road) and the New England Highway.</p> <p>Improve road safety (reduce fatalities and serious injuries) for all road users including vulnerable road users.</p> <p>Provide more efficient access to key employment areas such as Tomago, Beresfield, Black Hill, the Port of Newcastle, and key employment areas of Greater Newcastle.</p>	3, 5

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Hunter	Greater Newcastle Rapid Bus Package	Infrastructure	Implementation of programs to prioritise access for buses over private vehicles in our Global Gateway and Satellite Cities.	Public transport investment in Newcastle, Central Coast and Wollongong. Support 30 minute access by public transport to the nearest centre for customers living in areas not served by train lines, by prioritising buses on selected roads. Improves the efficiency and reliability of journeys by public transport by enabling buses to be better separated from other road users and supports the sustainability of our transport system by attracting more customers to using public transport.	3, 4, 5, 9
0-10yrs for investigation	Hunter	Bus headstart for Greater Newcastle	Service	Growth Centre Buses. New routes implemented to support new homes as they are built.	Public transport investment in Newcastle, Central Coast and Wollongong to improve the sustainability of our transport system by attracting more customers to using public transport.	3, 4, 5, 10
0-10yrs for investigation	Hunter	Greater Newcastle Place Plans	Policy and planning	Plan and deliver improved access to/ from/within key precincts within Greater Newcastle by all modes	Support the growth of the Global Gateway City of Greater Newcastle and reinforce its importance as the strategic centre for the region. Place planning to implement Movement and Place framework in Regional NSW cities and centres – opportunity to improve the function of transport corridors to enhance the amenity of our centres.	3, 4, 5

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Hunter	The Lakes Way Corridor Improvements	Infrastructure	Upgrade the Lakes Way through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works	Supports the user needs of regional industries, populations, and tourists by improving safety, capacity, reliability and freight access along the corridor. Improves the connections between Regional Cities and Centres.	5, 10
0-10yrs for investigation	Hunter	Improvements to Newcastle Port	Policy and planning	Support the growth and diversification of port export operations, including bulk fuels, containers, agricultural commodities and general cargo.	Supports the development of Newcastle as Global Gateway city by utilising the existing and future infrastructure capacity of the road and rail networks in the Hunter and beyond. Alleviates congestion in the Sydney network.	5
0-10yrs for investigation	Hunter	Nelson Bay Road improvements - Williamtown to Bobs Farm	Infrastructure	Upgrade Nelson Bay Road between Williamtown and the Tomaree Peninsula, including safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate).	Improved safety for motorists, cyclists and pedestrians, better bays for bus passengers, reduced traffic delays and more reliable travel times for motorists using this section of Nelson Bay Road. Support the visitor economy.	5

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Central Coast, Hunter	Sydney-Central Coast-Newcastle Faster Rail Improvement	Infrastructure	A program of operational, fleet and targeted fixed infrastructure improvements (for example, new deviations to eliminate curvatures and flatten grades). This would include a new rail crossing of the Hawkesbury River.	Improved rail journey travel times and services and facilities to enable increased capacity. Will result in stronger connections and the development of greater economic synergies between Sydney and the Satellite City of Gosford and the Global Gateway City of Newcastle. Assist in easing housing affordability pressure and provide a strategic connection between Sydney, the Satellite City of Gosford and the Global Gateway City of Newcastle.	5, 10
0-10yrs for investigation	Central West and Orana, Hunter, South East and Tablelands	Great Dividing Range long term solution study	Policy and planning	A strategic examination of options to improve freight connectivity across the Great Dividing Range from inland areas to Newcastle/Sydney/Wollongong	Solution will resolve a long standing issue regarding access between Inland NSW and Coastal areas of the Greater Sydney conurbation.	4, 6, 10
0-10yrs for investigation	Central West and Orana, Hunter, South East and Tablelands	Great Dividing Range long term solution corridor preservation	Policy and planning	Corridor preservation to improve freight connectivity across the Great Dividing Range in order to connect inland areas to Sydney/Newcastle/Wollongong.	Solution will resolve a long standing issue regarding access between Inland NSW and Coastal areas of the Greater Sydney conurbation.	4, 6, 10
10-20yrs for investigation	Central Coast, Hunter	M1 - Newcastle SMART Motorway	Infrastructure	The M1 Newcastle Smart Motorway project will introduce intelligent technology, known as a motorway management system. This includes variable speed limits, dynamic message signs and – where appropriate – ramp meters to meter traffic flows	Support the financial sustainability of the transport system by better using existing motorway infrastructure. It will enable future forms of mobility, such as CAVs, to be available to customers by ensuring infrastructure is enabled to support this. Improve the safety of road users through technology that improves the management of congestion and helps reduce the risk of incidents.	2, 5, 7

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
10-20yrs for investigation	Hunter, New England North West	Main Northern Line - improvements to address pinch points	Infrastructure	Support improvements to the rail network in the Upper Hunter to address rail freight pinch points.	Improved rail travel times for freight, reducing delays to passenger rail services. Support growth in rail freight and improve rail access to Newcastle port.	3, 9
10-20yrs for investigation	North Coast, Hunter, Central Coast, South East and Tablelands and Riverina Murray	Corridor Preservation for Higher Speed Connections	Policy and planning	Confirm and begin the preservation of a corridor, based on the corridor set out in the Australian Government's High Speed Rail Study Phase 2, for a high speed rail link between Melbourne, Sydney and Brisbane.	Supports reduced journey times for travel across NSW and into other states/ACT. Results in improvements to economy due to minimising lost time spent travelling and supports increased accessibility for people in Regional NSW to access services and infrastructure within capital cities.	2, 5
10-20yrs for investigation	Hunter	Newcastle Ferry Network extension	Infrastructure	To extend ferry services between Stockton and Queens Wharf to Wickham. This will facilitate interchange with heavy rail services.	Supports 30 minute access by public transport to the nearest centre for customers living in areas not served by train lines, by creating new ferry connections. Improve the sustainability of our transport system by attracting more customers to using public transport.	5, 10
10-20yrs for investigation	Hunter	Lower Hunter Freight Corridor	Infrastructure	Lower Hunter Freight Corridor which will enable a future dedicated freight rail line to be constructed between Fassifern and Hexham; bypassing Newcastle while improving regional and interstate links.	Provide essential rail capacity for passenger and freight train growth across the broader rail network. Increases the efficiency and reliability of the rail network by separating the majority of freight and passenger rail services on a congested area between Fassifern and Newcastle. Enhances urban amenity and liveability in the Newcastle region by removing most of the freight trains from within the urban area and at the Adamstown and Islington Junction level crossings.	5, 6

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
10-20yrs for investigation	Hunter	Tomago Road Improvements – Pacific Highway to Williamtown	Infrastructure	Upgrade Tomago Road between the Pacific Highway and Newcastle Airport at Williamtown.	Improved safety and reliability for freight, passenger movements. Improves the connection to the global gateway of Newcastle Airport and supports the visitor economy and defence industries.	5, 10
10-20yrs for investigation	Central Coast, Hunter, Illawarra Shoalhaven	Outer Metro Roads Program	Infrastructure	Program to improve the local road network in Newcastle, Wollongong and Central Coast	Reduces congestion in growing Global Gateway and Satellite cities by addressing pinch-points and improving place-based outcomes as well as connecting strategic centres	4, 5, 10
10-20yrs for investigation	Central West and Orana, Hunter	Dubbo to Newcastle rail connection	Service	Develop existing coach connection between Dubbo and Newcastle into a passenger rail line	Newcastle is the closest coastal city to Dubbo. There is growing passenger demand on this corridor which if developed can help alleviate congestion on the Main West line to Sydney.	5, 10
20+yrs visionary	Hunter	New suburban type rail service for Greater Newcastle	Service	The development of the Lower Hunter Freight corridor will bring potential for suburban rail services to operate within Greater Newcastle.	Supports increased connectivity within region.	4, 5, 8, 9, 10
20+yrs visionary	Hunter	Electrification of the Hunter Line to Telarah	Infrastructure	Extension of the electrified Intercity Rail network to Telarah from Broadmeadow	Provides a more convenient access point to the Intercity network within a Regional City, providing efficient and reliable rail access to the Global Gateway City for customers that live in the Lower Hunter. Supports an improvement in the sustainable movement of passengers through the extension of the electrification section of the rail network leading to reduce greenhouse gas emissions.	5, 10

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
20+yrs visionary	Hunter	Duplication of New England Highway Muswellbrook to Scone	Infrastructure	Duplication of New England Highway between Muswellbrook and Scone	Improve the safety and efficiency of the New England Highway, improving freight productivity and supporting the mining and agriculture industry in the region. Improving movement between Regional Centres and improving connections to the Global Gateway City of Greater Newcastle.	5
20+yrs visionary	Hunter	New rail alignment of North Coast Line between Newcastle and Stroud Road – investigation corridor	Infrastructure	Creating a more direct rail connection between the Lower Hunter Freight corridor at Hexham to Stroud Road.	Improved rail travel times for freight and passenger services, reducing delays to passenger rail services that are currently are delayed by freight movements. Supporting growth in rail freight and improving rail access to the Global Gateway City of Newcastle	4
20+yrs visionary	Hunter	Cessnock to Newcastle rail services via Kurri Kurri	Service	Introduction of a passenger rail line between Cessnock and Newcastle	Decreases the potential for conflict between heavy vehicles, passenger vehicles and pedestrians in this growing area.	4
20+yrs visionary	Central Coast, Hunter, North Coast, South East and Tablelands, Riverina-Murray	Higher Speed Connections (east coast)	Infrastructure	Deliver a high speed transport connection along the East Coast of NSW (traversing Greater Sydney)	Provides future connectivity between Western Sydney and Central Coast, Newcastle and Canberra. Supports cross-border connections and connects Sydney, Global Gateway Cities and Regional Cities and Centres.	2, 5, 6, 9
20+yrs visionary	Central West and Orana, Hunter, South East and Tablelands	Delivery of Great Dividing Range long term solution	Infrastructure	Delivery of solution to improve freight connectivity across the Great Dividing Range in order to connect inland areas with Sydney/Newcastle/Wollongong.	Solution will resolve a long standing issue regarding access between Inland NSW and Coastal areas of the Greater Sydney conurbation.	4, 6, 10

Central Coast

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Central Coast	M1 Motorway improvements (Hawkesbury River – Mt White)	Infrastructure	Upgrading of the M1 Motorway between Hawkesbury River and Mount White to improve safety and facilitate the increase in speed restriction from 90km/hr to 110km/hr.	The M1 Upgrades will benefit commuters, holiday traffic, heavy vehicles and public transport users by removing one of the last remaining safety constraints from the M1 Pacific Motorway, improving traffic flow for better and more reliable trips, making it easier to move freight and allowing for predicted increases in traffic.	2, 7, 10
0-10yrs for investigation	Central Coast	Bus Headstart for Central Coast	Service	Growth Centre Buses for the Central Coast. New routes implemented to support new homes as they are built.	Supports 30 minute access by public transport to the nearest centre for customers living in areas not served by train lines, by prioritising buses on selected roads. Improves the efficiency and reliability of journeys by public transport by enabling buses to be better separated from other road users and improves the sustainability of our transport system by attracting more customers to using public transport.	3, 4, 5, 10
0-10yrs for investigation	Central Coast	Central Coast Rapid Bus package	Infrastructure	Implementation of programs to prioritise access for buses over private vehicles in our Global Gateway and Satellite Cities.	Improves the connectivity between key destinations and caters to changing demand in areas experiencing growth. Improves the sustainability of our transport system by attracting more customers to using public transport, reducing congestion on outer metro roads.	3, 4, 5, 10

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Central Coast	Central Coast Place Plans	Policy and planning	Plan and deliver improved access to/ from/within key precincts within the Central Coast by all modes	Supports the growth of the Satellite City of Gosford and reinforce its importance as the strategic centre for the region. Place planning to implement Movement and Place framework in Regional NSW cities and centres - opportunity to improve the function of transport corridors to enhance the amenity of our centres.	3, 4, 5
0-10yrs for investigation	Central Coast, Hunter	Sydney-Central Coast-Newcastle Faster Rail Improvement	Infrastructure	A program of operational, fleet and targeted fixed infrastructure improvements (for example, new deviations to eliminate curvatures and flatten grades). This would include a new rail crossing of the Hawkesbury River	Improved rail travel times to provide a time and cost competitive freight corridor (when compared with road). Improved rail services and facilities to enable increased capacity. Connect and develop greater economic synergies between Sydney and the Satellite City of Gosford and the Global Gateway City of Greater Newcastle as well as Sydney, supporting the easing of housing affordability pressure.	5, 10
10-20yrs for investigation	Central Coast, Hunter, Illawarra Shoalhaven	Outer Metro Roads Program	Infrastructure	Program to improve the local road network in Newcastle, Wollongong and Central Coast	Reducing congestion in growing Global Gateway and Satellite cities, addressing pinch-points, improving place-based outcomes and connecting strategic centres.	4, 5, 10

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
10-20yrs for investigation	Central Coast, Hunter	M1 - Newcastle SMART Motorway	Infrastructure	The M1 Newcastle Smart Motorway project will introduce intelligent technology, known as a motorway management system. This includes variable speed limits, dynamic message signs and - where appropriate - ramp meters to meter traffic flows	Supports the financial sustainability of the transport system by better using existing motorway infrastructure. Enables future forms of mobility, such as CAVs, to be available to customers by ensuring infrastructure is enabled to support this and improve the safety of road users through technology that improves the management of congestion and helps reduce the risk of incidents.	2, 5, 7
10-20yrs for investigation	North Coast, Hunter, Central Coast, South East and Tablelands and Riverina Murray	Corridor Preservation for Higher Speed Connections	Policy and planning	Confirm and begin the preservation of a corridor, based on the corridor set out in the Australian Government's High Speed Rail Study Phase 2, for a high speed rail link between Melbourne, Sydney and Brisbane.	Supports reduced journey times for travel across NSW and into other states/ACT. Results in improvements to economy due to minimising lost time spent travelling and supports increased accessibility for people in Regional NSW to access services and infrastructure within capital cities.	2, 5
20+yrs visionary	Central Coast, Hunter, North Coast, South East and Tablelands, Riverina-Murray	Higher Speed Connections (east coast)	Infrastructure	Deliver a high speed transport connection along the East Coast of NSW (traversing Greater Sydney)	Provides future connectivity between Western Sydney and Central Coast, Newcastle and Canberra. Supports cross-border connections and connects Sydney, Global Gateway Cities and Regional Cities and Centres.	2, 5, 6, 10
20+yrs visionary	Central Coast	Outer Sydney Orbital from Great Western Highway to Central Coast	Infrastructure	A future North - South orbital transport corridor around Sydney. The OSO transport corridor will have the ultimate potential to co-locate a future motorway, freight rail and where possible passenger rail. Ultimately connecting the Western City with the Central Coast.	Supports the efficient and reliable movement of freight bypassing Greater Sydney with a single dedicated outer bypass. Provides additional capacity for road transport between Greater Sydney and the Central Coast and provides a strategic connection between the Western City and the Satellite City of Gosford.	6, 10

Illawarra Shoalhaven

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Illawarra Shoalhaven	Princes Highway Nowra Bridge replacement	Infrastructure	A new bridge that will improve conditions on the Princes Highway over the Shoalhaven River at Nowra. As well as a new bridge, the project will look at improving congestion at the intersections at Illaroo Road, Bolong Road and Bridge Road / Pleasant Way.	Eliminates the maintenance difficulties with the old Nowra Bridge and supports easing the increasing congestion issues in peak times from local traffic. Removes the height and weight restrictions for trucks that cannot use the old Nowra Bridge and removes the high risk of damage and closure of the old Nowra Bridge from an impact by an over height vehicle. Accommodates increased demand and future traffic growth, supports the visitor economy and better connects Regional Cities and Centres.	4, 5
0-10yrs for investigation	Illawarra Shoalhaven	Sydney-Wollongong Faster Rail Improvement	Infrastructure	A program of operational, fleet and targeted fixed infrastructure improvements (for example, new deviations to eliminate curvatures and flatten grades). This would include a new rail crossing through the Illawarra Escarpment	Improved rail travel times to provide a time and cost competitive freight corridor (when compared with road). Improved rail services and facilities to enable increased capacity. Connect and develop greater economic synergies between Sydney and the Satellite City of Wollongong and Sydney, supporting the easing of housing affordability pressure.	5, 10
0-10yrs for investigation	South East and Tablelands, Illawarra Shoalhaven	Moss Vale to Unanderra and Coniston Junction rail improvements	Infrastructure	Upgrade to the Moss Vale to Unanderra Line between Port Kembla and the Southern Highlands in conjunction with ARTC and Coniston Junction improvements to address rail freight pinch points.	Improved rail capacity for freight, supporting the growth in rail freight and improving rail access to Port Kembla. Coniston Junction improvements will improve freight flows between Port Kembla and Southern Highlands as well as the future Maldon-Dombarton rail link.	6, 10

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Illawarra Shoalhaven	Picton Rd/ Appin Rd Improvements	Infrastructure	Capacity improvements to Appin and Picton Road to support additional freight, public transport and private vehicle journeys. In collaboration with local council, upgrades to also focus on supporting liveability of centres that roads pass through, as well as safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate).	Supports access to jobs and services in the Illawarra for the growing population in the South West of Greater Sydney, particularly in the Wingecarribee LGA. Supports the efficiency and reliability of freight and passenger journeys between the South West of Greater Sydney and the Illawarra by addressing capacity constraints on the corridor and improves the safety of customers using Appin and Picton road. Connects and develops greater economic synergies between Greater Sydney and the Satellite City of Wollongong.	5, 7, 10
0-10yrs for investigation	Illawarra Shoalhaven	Bus headstart for Wollongong	Service	Growth Centre Buses. New routes implemented to support new homes as they are built.	Public transport investment in Newcastle, Central Coast and Wollongong. Improves the sustainability of our transport system by attracting more customers to using public transport. Reduces congestion on outer metro road, improving connectivity between key destinations. Caters to changing customer demands in growing areas.	4, 5, 9
0-10yrs for investigation	Illawarra Shoalhaven	Wollongong Place Plans	Policy and planning	Plan and deliver improved access to/ from/within key precincts within Wollongong by all modes	Supports the growth of the Satellite City of Wollongong and reinforce its importance as the strategic centre for the region. Place planning to implement Movement and Place framework in Regional NSW cities and centres – opportunity to improve the function of transport corridors to enhance the amenity of our centres.	3, 4, 5

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Illawarra Shoalhaven	Wollongong Rapid Bus package	Infrastructure	Implementation of programs to prioritise access for buses over private vehicles in our Global Gateway and Satellite Cities.	Public transport investment in Newcastle, Central Coast and Wollongong. Supports 30 minute access by public transport to the nearest centre for customers living in areas not served by train lines, by prioritising buses on selected roads. Improves the efficiency and reliability of journeys by public transport by enabling buses to be better separated from other road users. Improve the sustainability of our transport system by attracting more customers to using public transport.	3, 4, 5, 9
0-10yrs for investigation	Illawarra Shoalhaven	Bus priority measures on Appin Road	Infrastructure	Introduce bus priority measures along Appin Road	Improves the sustainability of our transport system by attracting more customers to using public transport. Reduces congestion on outer metro roads and improves connectivity between key destinations. Caters to changing customer demands in growing areas.	9
0-10yrs for investigation	Illawarra Shoalhaven, South East and Tablelands	Duplication of Princes Highway (Jervis Bay Road Intersection to Moruya), including bypass of Milton-Ulladulla	Infrastructure	Duplication of Princes Highway (Jervis Bay Road Intersection to Moruya) including bypass of Milton-Ulladulla	Supports safety improvements and decreases freight and passenger vehicle travel times.	5, 10

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
10-20yrs for investigation	Illawarra Shoalhaven	M1 Princes SMART Motorway	Infrastructure	The M1 Princes Smart Motorway project will introduce intelligent technology, known as a motorway management system. This includes variable speed limits, dynamic message signs and - where appropriate - ramp meters to meter traffic flows	Supports the financial sustainability of the transport system by better using existing motorway infrastructure. Enables future forms of mobility, such as CAVs, to be available to customers by ensuring infrastructure is enabled to support this and improve the safety of road users through technology that improves the management of congestion and helps reduce the risk of incidents.	2, 7, 10
10-20yrs for investigation	Illawarra Shoalhaven South East and Tablelands	Illawarra Hwy/ Macquarie Pass improvements	Infrastructure	Improvement of the road crossing of the Illawarra Escarpment at Macquarie Pass, including safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate).	Improves the safety, reliability and efficiency of the Illawarra Highway. Provides efficient and reliable road access to and from the Satellite City of Wollongong to the Global Gateway of Canberra and Regional Centre of Goulburn. Improves the productivity for road based freight movements to and from Port Kembla. Improves access to the South Coast to support the visitor economy.	8, 10

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
10-20yrs for investigation	Illawarra Shoalhaven	Completion of Maldon to Dombarton railway line	Infrastructure	Complete the Maldon to Dombarton Railway, a 35-kilometre single-track rail line between the Main South Line at Maldon (in the Southern Highlands) and Dombarton (near Port Kembla), in the Illawarra region.	Enables higher passenger train service frequencies on the T4 Illawarra Line by diverting rail freight movements between the Illawarra and Greater Sydney to the Maldon-Dombarton link. Improves the efficiency and reliability of rail freight movements between the Illawarra, Greater Sydney and regions to the north and west of Sydney with a dedicated, more direct freight rail link. Supports the potential future growth of container movements to and from Port Kembla by providing dedicated 24/7 freight rail access between the port and intermodal terminals in the west of Sydney. Improves connections to Satellite City of Wollongong. Improves connections between Satellite City of Wollongong and the Western City.	5, 10
10-20yrs for investigation	Illawarra Shoalhaven	Electrification of intercity to Bomaderry/ Nowra	Infrastructure	Extension of the electrified Intercity Rail network to Bomaderry from Kiama	Provides a more convenient access point to the Intercity network within a Regional City (Nowra). Provides efficient and reliable rail access to the Satellite City for customers that live on the South Coast and supports an improvement in the sustainable movement of passengers through the extension of the electrification section of the rail network leading to reduce greenhouse gas emissions.	10
10-20yrs for investigation	Central Coast, Hunter, Illawarra Shoalhaven	Outer Metro Roads Program	Infrastructure	Program to improve the local road network in Newcastle, Wollongong and Central Coast	Reducing congestion in growing Global Gateway and Satellite cities, addressing pinch-points, improving place-based outcomes and connecting strategic centres.	4, 5, 10

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
20+yrs visionary	Illawarra Shoalhaven	Outer Sydney Orbital – Stage 2 – M31 Hume to Illawarra	Infrastructure	A future North – South orbital transport corridor around Sydney. The OSO transport corridor will have the ultimate potential to co-locate a future motorway, freight rail and where possible passenger rail. Ultimately connecting the Western City with the Illawarra.	Supports the efficient and reliable movement of freight bypassing Greater Sydney with a single dedicated outer bypass. Provides additional capacity for road transport between Greater Sydney and the Illawarra as demand on Appin and Picton road grows and provides a strategic connection between the Western City and the Satellite City of Wollongong.	6, 10
20+yrs visionary	Illawarra Shoalhaven	Illawarra Escarpment long term solution	Infrastructure	Develop a long term high capacity road solution for the crossing of the Illawarra Escarpment	Provides efficient and reliable road access to the Satellite City of Wollongong for customers that live on the South Coast. Improves the safety, reliability and efficiency of the road networks, improves the productivity for road based freight movements to and from Port Kembla and improve access to the South Coast to support the visitor economy.	7, 8

North Coast

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	North Coast, New England North West	Oxley Highway Improvements	Infrastructure	Upgrade the Oxley Highway between Tamworth and Port Macquarie. Improvements will focus on intersections and bridge approach barriers, flood immunity, improving road alignment and overtaking opportunities, as well as safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate). Will also investigate improvements for cyclist connectivity and better pedestrian facilities particularly through town centres as well as upgrades required to cater for growth in the Port Macquarie and Tamworth urban areas. Also includes ongoing maintenance to slope stability on the mountain between Walcha and Wauchope.	The upgrades will help to facilitate movements on this key east-west corridor including improving road safety, travel times and reliability (including reducing the risk of road closures due to flooding or rock-falls) and freight access. The corridor is important for connecting the Regional Cities of Port Macquarie over the Great Dividing Range to Tamworth as well as connecting beyond to North Western NSW. The upgrades will support the user needs of regional industries (including agriculture, equine and mining), populations, and tourists assisting regional development, economic growth and community activity.	5, 7, 10

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	North Coast, New England North West	Waterfall Way corridor improvements	Infrastructure	Upgrading Waterfall Way between the Pacific Highway at Raleigh and the New England Highway at Armidale through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate). Planning for minor realignment between the Pacific Highway and Bellingen including accommodating for active transport users to promote safe connections.	The upgrades will help to facilitate movements on this key east-west corridor including improving safety, capacity, reliability and freight access. The corridor is important for connecting the Regional Cities of Armidale and Coffs Harbour and the Regional Centre of Grafton. It is an important connection from inland NSW to the coast and is a major tourist drive travelling through numerous National Parks. The upgrades will support the user needs of regional industries, populations, and tourists enabling regional development, economic growth and community activity.	5, 7, 10
0-10yrs for investigation	North Coast	Tweed Transport Network Plan (encompassing the potential for light rail extension from Gold Coast Airport to Tweed Heads)	Policy and planning	The development of a Tweed Transport Network Plan which will consider, amongst other initiatives, extension of the current Gold Coast Light rail project to Tweed Heads. This would connect northern NSW to the Gold Coast Airport enabling easier cross-border travel. The Network Plan will also identify appropriate cross border public transport network initiatives to alleviate current inconsistencies between the two state operating systems.	The Plan will be informed by evidence based planning of cross-border transit network options, and will inform a program of on-road public transport improvements, influencing the allocation of road space to bus priority and/or longer-term heavy and/or light rail extensions. The Plan will consider capital investment options (including potential light rail extensions) and service improvements to better serve customers within Tweed, including cross-border transport services.	3, 4, 5, 9

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	North Coast	Bruxner Highway Improvements (Ballina-Casino)	Infrastructure	<p>Improvements to the Bruxner Highway between Ballina and Casino, through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate). Intersection improvements at high traffic locations, flood immunity works and asset maintenance works.</p> <p>The improvements will also investigate options to improve capacity and safety for travellers between the coast and inland communities, particularly those accessing key services.</p>	<p>Supports regional development, economies and community activity. Safely and sustainably manages a key east-west transport link and supports intra-regional freight and passenger movement. Improves connections between Regional centres and Regional cities as well as east-west connections.</p>	5, 7, 10
0-10yrs for investigation	North Coast	Upgrade of Bangalow Road between Bangalow and Lismore	Infrastructure	<p>Upgrade the corridor between Lismore and Bangalow through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works</p>	<p>The upgrades will help to facilitate movements on this key east-west corridor including improving road safety, travel times and reliability (including reducing the risk of road closures due to flooding) and freight access. The corridor is important for connecting the Regional City of Lismore with the Pacific Motorway and further north to the Regional City of Tweed Heads and the Gold Coast. The upgrades will support the user needs of regional industries, populations, and tourists assisting regional development, economic growth and community activity. It will improve access to the major employment centre of Lismore as well as Southern Cross University.</p>	5, 10

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	North Coast; New England North West	Gwydir Highway Improvements (between Grafton and Glen Innes, Jackadgery)	Infrastructure	<p>Upgrade the Gwydir Highway between Grafton and Glen Innes through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works.</p> <p>These initiatives will also seek to improve the route for freight productivity and access.</p>	<p>The upgrades will help to facilitate movements on this key east-west corridor including improving road safety, travel times and reliability (including reducing the risk of road closures due to flooding) and freight access. The corridor is important for connecting the New England tablelands and western plains with the Regional Centre of Grafton and beyond to the Pacific Motorway on the coast. It provides an important east-west freight link across the Great Dividing Range and connects a series of interstate highways and important inter-regional corridors with inland Regional and Town Centres. The upgrades will provide safer journeys for all road users and support the development of road based freight connections to Inland Rail at Parkes. The upgrades will support the user needs of regional industries, populations, and tourists assisting regional development, economic growth and community activity and will reduce maintenance requirements in the future.</p>	7, 10

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
10-20yrs for investigation	North Coast	Summerland Way Improvements (Grafton-QLD border)	Infrastructure	Upgrading of the Summerland Way which operates as a key freight link for the timber, cattle farming and meat manufacturing industries. Measures include lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works	<p>The upgrades will help to facilitate movements on this key north-south corridor including improving road safety, travel times and reliability (including reducing the risk of road closures due to flooding) and freight connections. The corridor is important for connecting the Regional City of Lismore and the Regional Centre of Grafton and is an alternative to the Pacific Highway.</p> <p>The upgrades will support regional development, economies and community activity. They will safely and sustainably manage a key north to south freight and transport link and support cross-border freight and passenger movement into South East Queensland.</p>	5, 7, 10
10-20yrs for investigation	North Coast, Hunter, Central Coast, South East and Tablelands and Riverina Murray	Corridor Preservation for Higher Speed Connections	Policy and planning	Confirm and begin the preservation of a corridor, based on the corridor set out in the Australian Government's High Speed Rail Study Phase 2, for a high speed rail link between Melbourne, Sydney and Brisbane.	Supports reduced journey times for travel across NSW and into other states/ACT. Results in improvements to economy due to minimising lost time spent travelling and supports increased accessibility for people in Regional NSW to access services and infrastructure within capital cities.	2, 5
10-20yrs for investigation	North Coast	North Coast cruise infrastructure development	Infrastructure	Provide transport access connections to position an international cruise destination in the North Coast.	Supports the visitor economy of the North Coast, with a focus on adventure cruise ships.	6

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
10-20yrs for investigation	North Coast	Bruxner Highway Improvements (Casino-Tenterfield)	Infrastructure	Improvements to the Bruxner Highway between Tenterfield and Casino, including safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate).	The upgrades will help to facilitate movements on this east-west corridor including improving safety, capacity, reliability and freight access. The corridor is important for connecting the Regional Centre of Casino to the west and the north-south New England Highway. The upgrades will support the user needs of regional industries (particularly intra-regional freight and passenger movement), populations, and tourists enabling regional development, economic growth and community activity. They will safely and sustainably manage a key east to west freight and transport link.	5, 7, 10
20+yrs visionary	Central Coast, Hunter, North Coast, South East and Tablelands, Riverina Murray	Higher Speed Connections (east coast)	Infrastructure	Deliver a high speed transport connection along the East Coast of NSW (traversing Greater Sydney)	Provides future connectivity between Western Sydney and Central Coast, Newcastle and Canberra. Supports cross-border connections and connects Sydney, Global Gateway Cities and Regional Cities and Centres.	2, 5, 6, 10

South East and Tablelands

Timing for initiative	Location	Initiative	Initiative type	Description	Benefit	Customer Outcomes
0-10yrs for investigation	South East and Tablelands, Illawarra Shoalhaven	Moss Vale to Unanderra and Coniston Junction rail improvements in collaboration with ARTC	Infrastructure	Upgrade to the Moss Vale to Unanderra Line in the Southern Highlands to address rail freight pinch points	Improved rail travel times for freight, supporting the growth in rail freight and improving rail access to the Port Kembla. Relieve congestion on the Main South Line into Sydney.	6, 10
0-10yrs for investigation	South East and Tablelands	Sydney-Canberra Faster Rail Improvement	Infrastructure	A program of operational, fleet and targeted fixed infrastructure improvements (for example, new deviations to eliminate curvatures and flatten grades).	Improved rail travel times, services and facilities to enable increased capacity. Connect and develop greater economic synergies between Sydney and the Global City of Canberra as well as improve cross-border connections.	4, 5, 9
0-10yrs for investigation	South East and Tablelands	Kings Highway improvements	Infrastructure	Upgrade the Kings Highway through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works.	Aims to improve safety, capacity, reliability and freight access along the corridor. Deliver greater journey time savings and improve the connections between regional cities and centres and the Global Gateway City of Canberra. Recognises Kings highway as an efficient and effective route to improve productivity and support the visitor economy in the region.	5, 7, 10
0-10yrs for investigation	South East and Tablelands	Snowy Mountains Highway improvements (including Brown Mountain)	Infrastructure	Upgrade the Snowy Mountains Highway from Cooma to Bega through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works.	Deliver greater journey time savings and improve safety, capacity, reliability and freight access along the corridor. Improve the connections between Regional Centres and the Global Gateway City of Canberra and recognise the Snowy Mountains Highway as an efficient and effective route to improve productivity and support the visitor economy in the region. Facilitate access to the Eden Cruise Facility.	5, 7, 10

Timing for initiative	Location	Initiative	Initiative type	Description	Benefit	Customer Outcomes
0-10yrs for investigation	South East and Tablelands	Monaro Highway improvements	Infrastructure	Upgrade the Monaro Highway from Canberra to Cooma through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works.	Deliver greater journey time savings and improve safety, capacity, reliability and freight access along the corridor. Improve the connections between Regional Centres and the Global Gateway City of Canberra. Recognise the Monaro Highway as an efficient and effective route to improve productivity and support the visitor economy in the region and facilitate access to Eden Cruise Facility and Snowy Mountains resorts and towns.	5, 7, 10
0-10yrs for investigation	South East and Tablelands, Central West and Orana	Lachlan Valley Way improvements	Infrastructure	Upgrade the Lachlan Valley Way through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works.	Aims to improve safety, capacity, reliability and freight access along the corridor and improve the connections between Regional Cities and Centres. Recognise the role of Lachlan Valley Way as an efficient and effective freight route to improve productivity and support the agriculture industry in the region.	5, 7, 10
0-10yrs for investigation	South East and Tablelands	Investigate extension of light rail from Canberra to Queanbeyan	All	Extension of the Canberra Light Rail network to Queanbeyan	Supports identified urban renewal corridors and growth to the east of the City with a mode of transport that supports street activation. Enables future connectivity between strategic centres and Global City of Canberra. Integrates regional city public transport network and aims to reduce road congestion.	3, 5, 9

Timing for initiative	Location	Initiative	Initiative type	Description	Benefit	Customer Outcomes
0-10yrs for investigation	Illawarra Shoalhaven, South East and Tablelands	Duplication of Princes Highway (Jervis Bay Road to Batemans Bay)	Infrastructure	Duplication of Princes Highway between Jervis Bay Road and Batemans Bay	Decreases freight and passenger vehicle travel times.	5, 10
0-10yrs for investigation	Central West and Orana, Hunter, South East and Tablelands	Great Dividing Range long term solution	Policy and planning	A strategic investigation to improve freight connectivity across the Great Dividing Range in order to connect inland areas with Sydney/ Newcastle/Wollongong.	Solution will resolve a long standing issue regarding access between Inland NSW and Coastal areas of the Greater Sydney conurbation.	4, 6, 10
0-10yrs for investigation	Central West and Orana, Hunter, South East and Tablelands	Great Dividing Range long term solution corridor preservation	Policy and planning	Corridor preservation to improve freight connectivity across the Great Dividing Range in order to connect inland areas with Sydney/Newcastle/Wollongong.	Solution will resolve a long standing issue regarding access between Inland NSW and Coastal areas of the Greater Sydney conurbation.	4, 6, 10
10-20yrs for investigation	South East and Tablelands	M31 Hume SMART motorway	Infrastructure	The M31 Hume Smart Motorway project will introduce intelligent technology, known as a motorway management system. This includes variable speed limits, dynamic message signs and – where appropriate – ramp meters to meter traffic flows	Supports the financial sustainability of the transport system by better using existing motorway infrastructure. Enables future forms of mobility, such as CAVs, to be available to customers by ensuring infrastructure is enabled to support this and improve the safety of road users through technology that improves the management of congestion and helps reduce the risk of incidents.	2, 6, 7

Timing for initiative	Location	Initiative	Initiative type	Description	Benefit	Customer Outcomes
10-20yrs for investigation	South East and Tablelands	Electrification of intercity to Goulburn	Infrastructure	Extension of the electrified Intercity Rail network to Goulburn from Macarthur	Provides a more convenient access point to the Intercity network within a Regional Centre (Goulburn) and efficient and reliable rail access to the Western City for customers that live in the Southern Tablelands and Southern Highlands. Supports an improvement in the sustainable movement of passengers through the extension of the electrification section of the rail network leading to reduce greenhouse gas emissions.	10
10-20yrs for investigation	South East and Tablelands	Completion of Barton Highway duplication	Infrastructure	Duplication of the Barton Highway between Canberra and the Hume Motorway	Decreases freight and passenger vehicle travel times and the potential for conflict between heavy vehicles, passenger vehicles and pedestrians in this built-up area. Improves the efficiency of the National Freight network.	5
10-20yrs for investigation	North Coast, Hunter, Central Coast, South East and Tablelands and Riverina Murray	Corridor Preservation for Higher Speed Connections	Policy and planning	Confirm and begin the preservation of a corridor, based on the corridor set out in the Australian Government's High Speed Rail Study Phase 2, for a high speed rail link between Melbourne, Sydney and Brisbane.	Supports reduced journey times for travel across NSW and into other states/ACT. Results in improvements to economy due to minimising lost time spent travelling and supports increased accessibility for people in Regional NSW to access services and infrastructure within capital cities.	2, 5
20+yrs visionary	South East and Tablelands	Duplication of Princes Highway (Batemans Bay to Victoria)	Infrastructure	Duplication of Princes Highway south of Batemans Bay up to the Victorian border	Decreases freight and passenger vehicle travel times.	5, 10

Timing for initiative	Location	Initiative	Initiative type	Description	Benefit	Customer Outcomes
20+yrs visionary	Central Coast, Hunter, North Coast, South East and Tablelands, Riverina Murray	Higher Speed Connections (east coast)	Service / Infrastructure	Deliver a high speed transport connection along the East Coast of NSW (traversing Greater Sydney)	Provides future connectivity between Western Sydney and Central Coast, Newcastle and Canberra. Supports cross-border connections and connects Sydney, Global Gateway Cities and Regional Cities and Centres.	2, 5, 6, 10
20+yrs visionary	Central West and Orana, Hunter, South East and Tablelands	Delivery of Great Dividing Range long term solution	Infrastructure	Delivery of solution to improve freight connectivity across the Great Dividing Range in order to connect inland areas to Sydney/Newcastle/Wollongong.	Solution will resolve a long standing issue regarding access between Inland NSW and Coastal areas of the Greater Sydney conurbation.	4, 6, 10

Riverina Murray

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Riverina Murray, Far West	Murray River Bridges Program	Infrastructure	The upgrading and replacement of key bridges across the Murray River to increase connectivity for communities and facilitate the movement of freight.	Aims to improve safety, capacity, efficiency, reliability and freight access and improve the connections between Regional Cities and Centres. Improve cross-border connections and access to employment and government services on either side of the cross-border region.	8
0-10yrs for investigation	Riverina Murray, Far West	Sturt Highway improvements	Infrastructure	Upgrade the Sturt Highway through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works.	Aims to improve safety, capacity, reliability and freight access along the corridor, improve the connections between Regional Cities and Centres, recognise the Sturt Highway as an efficient and effective freight route to improve productivity and support the agriculture industry in the region as well as improve east-west connections	4, 7, 10
0-10yrs for investigation	Far West, Riverina Murray	Cobb Highway sealing missing links	Infrastructure	Sealing of the remaining sections of the Cobb Highway	Supports the user needs of regional industries, populations, and tourists and aims to improve safety, capacity, reliability and freight access along the corridor. Increases resilience in Regional NSW.	7, 8
0-10yrs for investigation	Riverina Murray	Main South Freight Rail Capacity Enhancements in collaboration with ARTC	Infrastructure	Main South rail duplication between Junee and Victorian Border and allow for double stacking of containers on Inland Rail alignment track. Bridge upgrades to increase height (7.1m from track) upgrades	Increasing freight movements along the Inland rail alignment will start to strain the existing line from late 2020's. Regional passenger services will require more frequent commuter services between key hubs like Wagga Wagga and Albury	6, 10

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Riverina Murray; Central West and Orana; New England North West	Newell Highway Improvements (in addition to those committed)	Infrastructure	Upgrade the remaining sections of the Newell Highway Corridor. This would include a series of measures including town bypasses, lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works.	Aims to improve safety, capacity, reliability and freight access along the corridor, deliver greater journey time savings, support the freight supply chains to and from the Inland Rail, improve the connections between Regional Cities and Centres, develop the corridor to operate as an efficient and effective National freight route to improve productivity and support the agriculture industry and improve cross-border connections.	6, 7, 10
0-10yrs for investigation	South East and Tablelands; Riverina Murray	Hume Highway Improvements	Infrastructure	Upgrade the Hume Highway Corridor to improve safety and efficiency to cater for growing passenger demand, including implementation of safety measures identified from Safe System design principles for corridor planning.	Aims to improve safety, capacity, reliability and freight access along the corridor, improve the connections between Regional Cities and Centres, develop the corridor to operate as an efficient and effective National freight route to improve productivity, improve cross-border connections, improve freight efficiency and improve interchanges	5, 7
0-10yrs for investigation	Far West, Riverina Murray	Kidman Way improvements	Infrastructure	Upgrade the Kidman Way through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works	Aims to improve safety, capacity, reliability and freight access along the corridor, deliver greater journey time savings, improve the connections between Regional Cities and Centres and creates a connection to Griffith from the National Freight Network.	7, 8

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	New England North West, Central West and Orana and Riverina Murray	Inland Rail Intermodal Facility investigations	Policy and planning	Investigation of appropriate locations for the private development of intermodal facilities.	Supports improved economic opportunities for freight customers.	6
10-20yrs for investigation	New England North West, Central West and Orana and Riverina Murray	Support the delivery of Inland Rail	Infrastructure	Support initiatives to deliver Inland Rail, including upgrades to bridges along Inland Rail alignment to support double stacking.	Supports improved economic opportunities for freight customers.	6, 10
10-20yrs for investigation	North Coast, Hunter, Central Coast, South East and Tablelands and Riverina Murray	Corridor Preservation for Higher Speed Connections	Policy and planning	Confirm and begin the preservation of a corridor, based on the corridor set out in the Australian Government's High Speed Rail Study Phase 2, for a high speed rail link between Melbourne, Sydney and Brisbane.	Supports reduced journey times for travel across NSW and into other states/ACT. Results in improvements to economy due to minimising lost time spent travelling and supports increased accessibility for people in Regional NSW to access services and infrastructure within capital cities.	2, 5
20+yrs visionary	Central Coast, Hunter, North Coast, South East and Tablelands, Riverina Murray	Higher Speed Connections (east coast)	Infrastructure	Deliver a high speed transport connection along the East Coast of NSW (traversing Greater Sydney)	Provides future connectivity between Western Sydney and Central Coast, Newcastle and Canberra. Supports cross-border connections and connects Sydney, Global Gateway Cities and Regional Cities and Centres.	2, 5, 6, 10

New England North West

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	New England North West	New England Highway Improvements (Willow Tree to Armidale)	Infrastructure	Upgrade the New England Highway between Willow Tree and Armidale through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works	Supports the user needs of regional industries, populations, commuters and tourists. Aims to improve safety, capacity, reliability and freight access along the highway and acknowledges community value and use of areas in and around the corridor. Improves the connections between Regional Cities and Centres.	3, 4, 5, 6, 7
0-10yrs for investigation	New England North West	New England Highway Improvements (Armidale to border)	Infrastructure	Upgrading of the New England Highway between Armidale and The Queensland border, including safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate).	Supports the user needs of regional industries, populations, commuters and tourists. Aims to improve safety, capacity, reliability and freight access along the highway and acknowledges community value and use of areas in and around the corridor. Improves the connections between Regional Cities and Centres. Supports cross-border movements of passengers and freight.	5, 7, 10
0-10yrs for investigation	North Coast; New England North West	Gwydir Highway Improvements (between Grafton and Glen Innes, Jackadgerly)	Infrastructure	Upgrade the Gwydir Highway between Grafton and Glen Innes through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works	Aims to improve safety, capacity, reliability and freight access along the corridor and improve the connections between Regional Cities and Centres.	7, 10

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Riverina Murray; Central West and Orana; New England North West	Newell Highway Improvements (in addition to those committed)	Infrastructure	Upgrade the remaining sections of the Newell Highway Corridor. This would include a series of measures from as large as town bypasses, lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works.	Aims to improve safety, capacity, reliability and freight access along the corridor, deliver greater journey time savings, support the freight supply chains to and from the Inland Rail and improve the connections between Regional Cities and Centres. Develop the corridor to operate as an efficient and effective National freight route to improve productivity and support the agriculture industry and improve cross-border connections.	6, 7, 10
0-10yrs for investigation	New England North West	Kamilaroi Highway Improvements	Infrastructure	Upgrade the Kamilaroi Highway between Narrabri and Willow Tree through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works	Supports the user needs of regional industries, populations, and tourists and aims to improve safety, capacity, reliability and freight access along the corridor; Acknowledges community value and use of areas in and around the corridor and aims to improve the connections between Regional Cities and Centres.	5, 7, 10

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	North Coast, New England North West	Waterfall Way corridor improvements	Infrastructure	Upgrading Waterfall Way between the Pacific Highway at Raleigh and the New England Highway at Armidale through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate). Planning for minor realignment between the Pacific Highway and Bellingen including accommodating for active transport users to promote safe connections.	The upgrades will help to facilitate movements on this key east-west corridor including improving safety, capacity, reliability and freight access. The corridor is important for connecting the Regional Cities of Armidale and Coffs Harbour and the Regional Centre of Grafton. It is an important connection from inland NSW to the coast and is a major tourist drive travelling through numerous National Parks. The upgrades will support the user needs of regional industries, populations, and tourists enabling regional development, economic growth and community activity.	5, 7, 10
0-10yrs for investigation	North Coast, New England North West	Oxley Highway Improvements	Infrastructure	Upgrade the Oxley Highway between Tamworth and Port Macquarie. Improvements will focus on intersections and bridge approach barriers, flood immunity, improving road alignment and overtaking opportunities, as well as safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate). Will also investigate improvements for cyclist connectivity and better pedestrian facilities particularly through town centres as well as upgrades required to cater for growth in the Port Macquarie and Tamworth urban areas. Also includes ongoing maintenance to slope stability on the mountain between Walcha and Wauchope.	The upgrades will help to facilitate movements on this key east-west corridor including improving road safety, travel times and reliability (including reducing the risk of road closures due to flooding or rock-falls) and freight access. The corridor is important for connecting the Regional Cities of Port Macquarie over the Great Dividing Range to Tamworth as well as connecting beyond to North Western NSW. The upgrades will support the user needs of regional industries (including agriculture, equine and mining), populations, and tourists assisting regional development, economic growth and community activity.	5, 7, 10

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	New England North West, Central West and Orana and Riverina Murray	Inland Rail Intermodal Facility investigations	Policy and planning	Investigation of appropriate locations for the private development of intermodal facilities.	Supports improved economic opportunities for freight customers.	6
10-20yrs for investigation	New England North West	Gwydir Highway Improvements (Inland)	Infrastructure	Upgrade the Gwydir Highway between Moree and Glen Innes through a series of measures such as lane and seal widening with clear zone works, improving safety measures (including at level crossings), additional overtaking lanes and intersection improvements at highly traffic locations, flood immunity works and asset maintenance works	Aims to improve safety, capacity, reliability and freight access along the corridor and improve the connections between Regional Cities and Centres.	5, 7, 10
10-20yrs for investigation	Hunter, New England North West	Main Northern Line - improvements to address pinch points	Infrastructure	Support improvements to the rail network in the Upper Hunter to address rail freight pinch points.	Improved rail travel times for freight, reducing delays to passenger rail services. Support growth in rail freight and improve rail access to Newcastle port.	3, 9
10-20yrs for investigation	New England North West, Central West and Orana and Riverina Murray	Support the delivery of Inland Rail	Infrastructure	Support initiatives to deliver Inland Rail, including upgrades to bridges along Inland Rail alignment to support double stacking.	Supports improved economic opportunities for freight customers.	6

Central West and Orana

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Central West and Orana	Mt Victoria to Orange road corridor improvements to achieve travel time savings and road safety outcomes	Infrastructure	Upgrade of the Great Western and Mitchell Highways between the western end of the Blue Mountains at Mount Victoria, to better connect and support the regional cities and centres of Lithgow, Bathurst and Orange. Upgrade will include safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate).	Supports the user needs of regional industries, populations, commuters and tourists. Aims to improve safety, capacity, reliability and freight access along the highway, and deliver greater journey time savings. Acknowledges community value and use of areas in and around the corridor. Improve east-west connections.	5, 7
0-10yrs for investigation	Central West and Orana	Henry Parkes Way improvements	Infrastructure	Upgrade Henry Parkes Way through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works	Aims to improve safety, capacity, reliability and freight access along the corridor and improve the connections between Regional Cities and Centres. Deliver greater journey time savings.	5, 6, 7
0-10yrs for investigation	Far West, Central West and Orana	Barrier Highway improvements (Dubbo-Broken Hill)	Infrastructure	Upgrade the Barrier Highway through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works	Supports the user needs of regional industries, populations, commuters and tourists and aims to improve safety, capacity, reliability and freight access along the highway. Improves the connections between Regional Cities and Centres.	7, 8

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Riverina Murray; Central West and Orana; New England North West	Newell Highway Improvements (in addition to those committed)	Infrastructure	Upgrade the remaining sections of the Newell Highway Corridor. This would include a series of measures from as large as town bypasses, lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works.	Aims to improve safety, capacity, reliability and freight access along the corridor, deliver greater journey time savings and support the freight supply chains to and from the Inland Rail. Improve the connections between Regional Cities and Centres and develop the corridor to operate as an efficient and effective National freight route to improve productivity and support the agriculture industry. Improve cross-border connections.	6, 7, 10
0-10yrs for investigation	South East and Tablelands, Central West and Orana	Lachlan Valley Way improvements	Infrastructure	Upgrade the Lachlan Valley Way through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works.	Aims to improve safety, capacity, reliability and freight access along the corridor and improve the connections between Regional Cities and Centres. Recognise the Lachlan Valley Way as an efficient and effective freight route to improve productivity and support the agriculture industry in the region and improve connections between Regional centres and Regional cities.	5, 7, 10

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Hunter, Central West and Orana	Golden Highway improvements (continuation)	Infrastructure	Upgrade the Golden Highway through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works	The route has been identified as an important connection between the Central West and Orana region and Greater Newcastle and the Port of Newcastle. There is also a State target to facilitate the movement of high productivity vehicles on the highway in the long term due to the constraints that make such a connection between the Central West and Sydney via the Great Western Highway less cost effective. Corridor improvements will deliver greater journey time savings and road safety outcomes.	5, 6, 7
0-10yrs for investigation	Central West and Orana	Bells Line of Road improvements	Infrastructure	Upgrade the Bells of Line of Road to improve east-west connections between Central West and Greater Sydney. Improvements would include land and shoulder widening with clear zone works.	Supports improved access between the Central West and Orana with Greater Sydney for freight and passenger vehicles.	5, 7
0-10yrs for investigation	Central West and Orana	Extending Bathurst commuter rail to Orange	Service	Supporting service changes to support day return travel between Orange and Greater Sydney.	Supports increased connectivity between Central West and Orana with Greater Sydney. Supports improved safety outcomes, with less long distance private vehicle trips made.	7, 9, 10
0-10yrs for investigation	New England North West, Central West and Orana, and Riverina Murray	Inland Rail Intermodal Facility investigations	Policy and planning	Investigation of appropriate locations for the private development of intermodal facilities.	Supports improved economic opportunities for freight customers.	
0-10yrs for investigation	Central West and Orana, Hunter, South East and Tablelands	Great Dividing Range long term solution study	Policy and planning	A strategic investigation to improve freight connectivity across the Great Dividing Range in order to connect inland areas to Sydney/ Newcastle/Wollongong.	Solution will resolve a long standing issue regarding access between Inland NSW and Coastal areas of the Greater Sydney conurbation.	4, 6, 10

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Central West and Orana, Hunter, South East and Tablelands	Great Dividing Range long term solution corridor preservation	Policy and planning	Corridor preservation to improve freight connectivity across the Great Dividing Range in order to connect inland areas to Sydney/Newcastle/Wollongong.	Solution will resolve a long standing issue regarding access between Inland NSW and Coastal areas of the Greater Sydney conurbation.	4, 6, 10
10-20yrs for investigation	Central West and Orana	Castlereagh Highway Improvements (Mudgee-Lithgow)	Infrastructure	Upgrade the Castlereagh Highway through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works	Supports the user needs of regional industries, populations, and tourists and aims to improve safety, capacity, reliability and freight access along the corridor. Improves the connections between Regional Cities and Centres.	5, 7, 10
10-20yrs for investigation	Central West and Orana	Electrification of intercity to Bathurst	Infrastructure	Extension of the electrified Intercity Rail network to Bathurst from Lithgow	Provide a more convenient access point to the Intercity network from a Regional City. Provides efficient and reliable rail access to the Western City and WSA for customers that live in the Central West and Orana and supports an improvement in the sustainable movement of passengers through the extension of the electrification section of the rail network leading to reduce greenhouse gas emissions.	3, 5, 7
10-20yrs for investigation	Central West and Orana, Hunter	Dubbo to Newcastle rail connection	Service	Develop existing coach connection between Dubbo and Newcastle into a passenger rail line	Newcastle is the closest coastal city to Dubbo. There is growing passenger demand on this corridor which if developed can help alleviate congestion on the Main West line to Sydney.	5, 10

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
10-20yrs for investigation	New England North West, Central West and Orana and Riverina Murray	Support the delivery of Inland Rail	Infrastructure	Support initiatives to deliver Inland Rail, including upgrades to bridges along Inland Rail alignment to support double stacking.	Supports improved economic opportunities for freight customers.	6
10-20yrs for investigation	Far West, Central West and Orana	Mitchell Highway improvements	Infrastructure	Upgrade the Mitchell Highway through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works	Aims to improve safety, capacity, reliability and freight access along the corridor and improve the connections between Regional Cities and Centres. Recognises the Mitchell Highway as an efficient and effective freight route to improve productivity and support the agriculture industry in the region.	5, 7, 10
20+yrs visionary	Central West and Orana, Hunter, South East and Tablelands	Delivery of Great Dividing Range long term solution	Infrastructure	Delivery of solution to improve freight connectivity across the Great Dividing Range in order to connect inland areas to Sydney/Wollongong/Newcastle.	Solution will resolve a long standing issue regarding access between Inland NSW and Coastal areas of the Greater Sydney conurbation.	4, 6, 10

Far West

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Far West, Central West and Orana	Barrier Highway improvements (Dubbo-Broken Hill)	Infrastructure	Upgrade the Barrier Highway through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works	Supports the user needs of regional industries, populations, commuters and tourists and aims to improve safety, capacity, reliability and freight access along the highway. Improves the connections between Regional Cities and Centres.	7, 8
0-10yrs for investigation	Far West	Silver City Highway sealing missing links	Infrastructure	Sealing of the remaining sections of the Silver City Highway	Supports the user needs of regional industries, populations, and tourists and aims to improve safety, capacity, reliability and freight access along the corridor. Increases resilience in Regional NSW.	7, 8
0-10yrs for investigation	Far West, Riverina Murray	Cobb Highway sealing missing links	Infrastructure	Sealing of the remaining sections of the Cobb Highway	Supports the user needs of regional industries, populations, and tourists and aims to improve safety, capacity, reliability and freight access along the corridor. Increases resilience in Regional NSW.	7, 8
0-10yrs for investigation	Far West	The Wool Track sealing (Balranald - Ivanhoe -Cobar)	Infrastructure	The Wool Track is 240 km long and is the shortest route between South Australia and Queensland via Balranald, Ivanhoe and Cobar and is currently unsealed.	Supports the user needs of regional industries, populations, and tourists and aims to improve safety, capacity, reliability and freight access along the corridor.	7, 8

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
0-10yrs for investigation	Far West, Riverina Murray	Kidman Way improvements	Infrastructure	Upgrade the Kidman Way through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works	Aims to improve safety, capacity, reliability and freight access along the corridor, deliver greater journey time savings, improve the connections between Regional Cities and Centres and creates a connection to Griffith from the National Freight Network.	7, 8
0-10yrs for investigation	Riverina Murray, Far West	Sturt Highway improvements	Infrastructure	Upgrade the Sturt Highway through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works.	Aims to improve safety, capacity, reliability and freight access along the corridor, improve the connections between Regional Cities and Centres, recognise the Sturt Highway as an efficient and effective freight route to improve productivity and support the agriculture industry in the region as well as improve east-west connections	5, 7, 10
0-10yrs for investigation	Riverina Murray, Far West	Murray River Bridges Program	Infrastructure	The upgrading and replacement of key bridges across the Murray River to increase connectivity for communities and facilitate the movement of freight.	Aims to improve safety, capacity, efficiency, reliability and freight access and improve the connections between Regional Cities and Centres. Improve cross-border connections and access to employment and government services on either side of the cross-border region.	8

Timing for initiative	Region	Initiative	Initiative type	Summary description of initiative	Benefit	Customer Outcomes
10-20yrs for investigation	Far West, Central West and Orana	Mitchell Highway improvements	Infrastructure	Upgrade the Mitchell Highway through a series of measures such as lane and seal widening with clear zone works, safety measures identified from Safe System design principles for corridor planning (including ATLM, wide centreline, median barriers and 2+1 treatment where appropriate), intersection improvements at highly traffic locations, flood immunity works and asset maintenance works	Aims to improve safety, capacity, reliability and freight access along the corridor, improve the connections between Regional Cities and Centres and recognise the Mitchell Highway as an efficient and effective freight route to improve productivity and support the agriculture industry in the region.	5, 7, 10