

NSW State Election 2015: promises of the major parties relating to transport

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LIBERAL/NATIONAL	LABOR	GREENS
<i>Sydney Trains</i>		
Add two additional peak-hour expresses to the Western Line.	\$1 billion over 10 years for upgrades to the Sydney passenger rail network, including the Western Sydney rail upgrade program. Re-introduce Guardian train services on Friday and Saturday nights. Run all-night train services from Kings Cross to Town Hall and Central Stations.	Build the Epping to Parramatta heavy rail link (\$1 billion). Buy back the Airport Link and remove the station access fee (\$450 million). Install automated signalling.
<i>North West Rail Link</i>		
Complete the NW Rail Link (ongoing project).	Complete the NW Rail Link but critical of single deck metro model.	Support completion of NW Rail Link but oppose single-deck, driverless model.
<i>Second Harbour Crossing</i>		
Fast-track second harbour crossing integrated with the NW Rail Link with connection to Bankstown, commencing in 2020 (\$10 billion, contingent on lease of electricity assets))	Confirm \$3.4 billion for Sydney's second rail harbour allowing construction to commence on the original timeline (around 2024). However "given the doubts among the experts" funds will only be allocated "after a rigorous cost-benefit analysis and business case is completed" (mode not specified).	"Replan" a future second harbour crossing as a "double-deck, integrated, publicly owned and operated service" (no costing or timetable).
<i>Newcastle Rail Line</i>		
Replace Newcastle rail line with an on-street light rail line.	Retain the Newcastle rail line, revitalise the rail corridor with a program of beautification works and use the \$430 million to build new infrastructure in Newcastle including new vehicle and pedestrian crossings and easy access upgrades.	Retain the Newcastle rail line (see other Newcastle proposals under Other Public Transport). Introduce fast tilt-trains to operate between Sydney and Newcastle (\$400 million)
<i>NSW Trains</i>		
Replace the XPT fleet (\$1 billion). Ongoing program to replace intercity train fleet with 520 carriages (\$2.8 billion)	No policies announced	Progressively reinstate the Casino-Murwillumbah rail line (\$50 million for the first segment) "Revolutionise" interstate and intercity transport with a high speed rail network (dependent on federal funding).
<i>CBD and South East Light Rail</i>		
Complete the CSELR project.	Complete the CSELR project.	Not stated (but assumed completion of CSELR)
<i>Parramatta/Western Sydney Light Rail</i>		
Up to \$1 billion for a light rail to Parramatta, route to be determined by a Transport for NSW review of options (\$600 million contingent on lease of electricity assets)	Up to \$1 billion for a light rail to Parramatta, route to be determined by a Transport for NSW review of options, though Labor favours the Westmead/Parramatta/Olympic Park corridor	Construct a Western Sydney Light Rail Network to connect to Castle Hill and Bankstown (Parramatta to Epping to be heavy rail).

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Other Light Rail		
No policies announced	No policies announced	Construct an Inner West Light Rail Link connecting the city with the inner west via Parramatta Road and Balmain. Construct a City to Zetland Light Rail Link via Alexandria and Waterloo Establish a \$2.1 billion Light Rail for NSW Fund (see above for specific projects)
Other Public Transport		
Spent \$100 million to upgrade Parramatta River ferry services.	Build “cross-regional transport solutions” (mode unspecified). Extend the hours of operation of the Newcastle Fare Free Bus Zone.	Extend transport concessions to allow Low Income Health Care Card holders to access discounted fares (cost \$18 million annually). Expand the free school travel transport scheme to cover the light rail network. Double the Taxi Transport Subsidy to \$60 (est. \$10.8 million annually). Fast-track the \$770 million Transport Access Program and add \$231 million to the program. Inject an additional \$10 million per year over 2015-2020 into community transport programs. Dedicate \$50 million to the trial of a publicly owned, on-demand community transport solution for key regional communities. Investigate a flat-fare system for public transport. Double the current level of spending on community transport and invest in “on-demand” options. Invest in improving the Newcastle bus network. Investigate expanding the integrated public transport network in Newcastle “that would complement, not replace, a retained heavy rail line”
Cycleways/Pedestrians		
No policies announced	Build inner-west Greenway cycle path (\$37 million). Retain College Street Cycleway Set up a Public Transport Users and Cyclists Advisory Board to advise the minister from a user's perspective	Implement "One Metre Matters" laws that would protect cyclists. Invest \$250 million in an integrated cycleway network for Sydney
WestConnex motorway		
Build all three stages of WestConnex.	Build first two stages of WestConnex but not the third stage tunnel to link the M4 and M5 As part of this extend the M5 East tunnel towards the port and the M4 closer to the city. Ensure that “a thorough and transparent community consultation program is undertaken on all proposed projects”	Cancel WestConnex.
NorthConnex (M1 to M2 link)		
Continue work on NorthConnex	Build NorthConnex.	Cancel NorthConnex.

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Other Roads		
<p>F6 feasibility study (\$11 million)</p> <p>Invest \$300 million over 10 years to remove “pinch points” on NSW roads, starting with the 32 “worst corridors” in Sydney.</p> <p>Invest \$300 million easing congestion in southern Sydney.</p> <p>Invest an extra \$250 million in Hunter road infrastructure.</p> <p>Fast-track upgrades of the Pacific Highway.</p>	<p>Allocate \$2 billion over 10 years to upgrade roads in Sydney, Wollongong, Newcastle and the rest of the state in partnership with the Federal Government.</p> <p>Complete the Newcastle Inner City Bypass and other road improvements in the city.</p>	<p>Maintain “vital roads and bridges in regional areas” (no funding announced).</p>
Freight Transport		
<p>No policies announced.</p>	<p>No policies announced.</p>	<p>Complete stages 2 & 3 of the Northern Sydney Rail Freight Corridor.</p> <p>Fast-track the development of an effective intermodal strategy for all of Sydney.</p> <p>Investigate the use of Newcastle as a container terminal.</p> <p>Fast-track the federal funding of the Melbourne-Brisbane inland freight route.</p> <p>Fast-track noise reduction projects in freight corridors and clean up emissions from freight trucks.</p>

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Funding		
Total budget unspecified, but \$20 billion contribution to infrastructure from the lease of electricity assets.	<p>Opposed to sale or lease of electricity assets.</p> <p>Commission Infrastructure NSW to deliver a Value Capture Strategy with the aim of developing ways of using the value created by improving transport infrastructure to fund additional improvements.</p> <p>Fight to change the Commonwealth Government's decision not to fund public transport infrastructure.</p> <p>Ensure additional tax revenues, including Stamp Duty, which exceed budget forecasts will be reserved for infrastructure projects.</p> <p>Make extensive use of Public Private Partnerships to deliver infrastructure projects including road and rail projects.</p> <p>Reserve \$1.472 billion to "improve the quality of life" for the people of western Sydney by "supporting local jobs, building cross-regional transport solutions and supporting housing."</p> <p>Redirect \$4.9 billion Restart NSW funds to support additional infrastructure projects in the Hunter and the Illawarra.</p> <p>Return 50% (\$750 million) of the Newcastle Port proceeds to infrastructure in Newcastle and the Hunter.</p> <p>Return an additional \$280 million of the Port Kembla sale funds to the Illawarra and establish a dedicated Illawarra Infrastructure Investment Fund</p> <p>Defer abolition of business taxes \$5.1 billion over 10 years)</p> <p>Total \$10 billion infrastructure budget</p>	<p>Opposed to sale or lease of electricity assets.</p> <p>Savings from cancelling WestConnex, NorthConnex, F6 Feasibility Study and reversing plan to cut the Newcastle rail line.</p> <p>Total savings: \$2.676 billion (NSW) \$1.905 billion (Fed) \$4.581 billion (total – assuming access to all Federal funding)</p>
Other		
No policies announced	<p>Undertake reforms "to strengthen Infrastructure NSW and give it a stronger role in planning and assessing infrastructure projects."</p>	<p>Establish "strategic goals to reduce the share of trips made by private cars to 50%" with a 17% increase in the share made by public and active transport by 2030</p> <p>Greater transparency and community involvement transport project planning.</p>