

# SOUTH EAST AUSTRALIAN TRANSPORT STRATEGY INC.

# SEATS

SEATS provides highly co-ordinated and influential advocacy for the development of transport infrastructure in the South Eastern Australia region that supports economic development and the prosperity of its constituents.

## **Executive Summary – May 2017**

The quarterly meeting of SEATS was held on 18th and 19th May 2017 at Batemans Bay, NSW.

The meeting, hosted by the Eurobodalla Shire Council, was attended by about 40 delegates and guests from NSW and Victoria. SEATS was warmly welcomed by Cr Liz Innes, Eurobodalla Shire Mayor who acknowledged the importance of road links and infrastructure projects across her Shire and the Region, funding support needed, the vital work of SEATS in strategic planning and the opportunities presented by Canberra Airport.

Cr Marianne Pelz, SEATS Deputy Chair, welcomed all delegates and visitors, in particular new representatives and observers. She thanked the Eurobodalla Shire for the warm welcome and hosting the meeting in Batemans Bay.

SEATS was delighted in the attendance of the **Hon. Ann Sudmalis MP**, Federal Member for Gilmour who spoke at the Dinner about her role as Chair of the Black-Spot Funding Committee, a subject of vital interest to all SEATS members.

## **Reports**

Delegates heard reports from VicRoads, RMS Southern NSW and Transport for Victoria outlining developments and the progress of priority transport projects across the region, including the new bridges at Batemans Bay and Nelligen, upgrades to the Princes Highway and some significant funding announcements in State and Federal Budgets in support of project planning and implementation of priority projects. These reports will be available on the SEATS website shortly.

## **Presentations**

Mr David McTiernan from the Australian Road Research Board spoke about the “Safe System Approach” to road safety which takes account of safer roads and roadsides, safer vehicles, safer drivers and safer speeds. Local presenters included Eurobodalla Shire’s Economic Development Manager Sarah Cooper and business team members who spoke about the Moruya Airport redevelopment and oyster grower Ben Ralston who discussed the importance of the transport network to his fifth generation business. Council’s Director of Infrastructure Mr Warren Sharpe led an informative and very interesting tour of important Council projects, including the South Batemans Bay link Road, Batemans Bay Marina, Corrigans Beach and Hanging Rock regional recreation facility and Mackay Park precinct.

**SEATS Website-** The website is now under new management and a lot of work has been done already to improve its appearance and effectiveness. This will allow reports, presentations and information of interest to delegates and members to be

loaded onto the website and easily accessed. There is a link to all member Councils on the website already and further work will be done in the Local Government area profiles shortly.

### **SEATS Strategic Statement**

Robyn Cooney, Ralf Kastan and Cr Anthony Mayne headed up the working party on the upgrade of this strategy with the draft discussion facilitated in a workshop lead by Cr Mayne at the May meeting. After a rigorous discussion with many positive suggestions it was decided that further work was needed to complete this important document. SEATS members were asked to provide feedback to Cr Mayne by the end of June 2017 for collation prior to the August meeting.

**NHVR-** are planning to run a forum in conjunction with the next SEATS meeting at Sale in August. This will involve heavy vehicle business operator, Council staff and government agencies. A similar forum is planned for Nowra in early August. Simone Reinertsen is currently working with the Wellington Shire to advance the discussion and actioning of the forum.

**SEATS Membership** – SEATS has welcomed the membership of Mr Gordon Charles, consultant, who has previously done some great work for us as SEATS Treasurer and in the preparation of the SEATS Strategic Transport Network document and Election documents.

### **Gippsland Rail Needs Study**

In February SEATS was provided with an overview from Mr Phil Stone and all members have since received a copy of this study which has been endorsed by all six Gippsland Councils. SEATS has now endorsed the Study and will seek to encourage both the Victorian and Federal Government to resolve the current funding impasse. Further discussions will take place at the next meeting on improvements to signalling on the Gippsland line and access for South Gippsland.

### **SEATS Petition**

SEATS will prepare a petition to go to the Federal Government drawing attention to the poor condition of some sections of the Princes Highway east of Sale to Wollongong and the need for urgent and on-going funding. It will seek to have the highway recognised as a major freight and tourist route and requests official recognition under the “National Land Transport Network Act of 2014” to help secure much needed funding.

### **NSW Regional Infrastructure Review**

SEATS has taken the opportunity of making a submission to this review being undertaken by Mr Ken Gillespie, Regional Infrastructure Coordinator from the Department of Premier and Cabinet. He is working to identify opportunities to remove unnecessary impediments and looking for suggestions on local and regional priorities, long term efficiency measures, the presence of regional strategies and plans and the harmonisation of regional and state expectations.

### **Gippsland Regional Roads Group**

The SEATS Executive Officer has attended a further meeting of this group which has

senior staff representatives of all the six Gippsland Councils, VicRoads, Department of Transport, MAV and consultants. They have been busy preparing a list of roads and bridges with supported data including costings and detailed mapping. They are also looking to develop an investment strategy to address the funding of the projects when opportunities arise in the future. This has been very high quality work and these projects could easily fit into the SEATS "Supported Projects" second level, local in nature, providing local access but still of economic and social importance as it includes moving freight both locally and regionally. Following the endorsement of these projects by the Councils and GLGN SEATS will look at the opportunity of supporting them at the Regional level by also endorsing the projects and their funding applications.

### **Hosting of Future Meetings**

The Executive Officer has had some positive outcomes and discussions following invitations sent since the last meeting. Hosting requirements have been provided and planning has already started with invitations already gone out to potential speakers..

**August 17<sup>th</sup> & 18<sup>th</sup> 2017-** hosted by Wellington Shire Council in Sale, Victoria.

**November 9<sup>th</sup> & 10<sup>th</sup>-** hosted by Canberra Airport at Canberra Airport. It is noted that Hon Fiona Nash MP, Minister for Regional Development has been invited to be a keynote speaker at the Dinner.

**February 14<sup>th</sup> & 15<sup>th</sup> 2018 Victorian Council/Member to host**

**May 17<sup>th</sup> & 18<sup>th</sup> 2018 NSW Council/Member to host**

**August 16<sup>th</sup> & 17<sup>th</sup> 2018 Victorian Council/Member to host**

**November 8<sup>th</sup> & 9<sup>th</sup> 2018 to be hosted by RMS Southern at Wollongong, NSW.**

Delegates/members are asked to please consider the hosting of the future meetings that have yet to be allocated to the end of 2018 and discuss this with your Council or organisation. It is important to plan well ahead and to share the responsibility of hosting a meeting. Please contact the Executive Officer as soon as possible if you are able to host one of these meetings.

### **NSW Roads Congress**

Councillors and senior staff were encouraged to attend the NSW Roads Conference on the 5<sup>th</sup> of June at Parliament House in Sydney.

### **Interesting Recent Announcements**

The Victorian government, as part of the 30 year infrastructure plan are investigating the options of the construction of a second container port at Melbourne. The Port of Melbourne is constrained. Proposed options include the expansion of the Port of Hastings (Melbourne) or a new build at Bay West (near Werribee).

- New Melbourne Airport
  - Jobs, industry and improvements to roads

- Private enterprise investment
- Announcements of federal government budget
  - Roads to Recovery program, Black Spots funding, Heavy Vehicle Safety and Productivity Program and The Bridges Renewal Program are all being supported
  - \$200M from building better regions fund

### SEATS Strategic Statement – facilitated by Anthony Mayne

John Duscher provided some background

- Robyn Cooney and Ralf Kasten were asked to set the direction and have produced a good foundation for the new plan.
- Previous plan was to 2014. There were some good elements but it was time to renew
- Cr Mayne expressed an interest to assist in the development of the new strategic document
- SEATS member input is required during the development of the new SEATS Strategic Statement.

Anthony Mayne facilitated discussion

Introduction

- Anthony acknowledges Mayor Liz Innes and her comments yesterday
- Anthony acknowledges the attendance of Cr Maureen Nathan and her support for SEATS
- Anthony is keen to be involved in the project as SEATS is so vital – a critical organisations
- The document
  - Safety, infrastructure, economy, community
  - Opportunity to say what is the market and community perception of SEATS
  - Need to be in a position where people tell us about what we do
  - SEATS currently has its 'Light hidden under a bushel'
  - Acknowledge author – Robyn Cooney
  - It's a living document that needs member input
- Looking to ratify at the August meeting

Things to think about

- Two components to the strategic plan
  - Needs to be readable or it runs the risk of sitting on the desk
  - Marketing – how do we as an organisation market ourselves? Possible avenues could include:
    - Facebook and other social media
    - 15 minutes video footage of trips to key sites –e.g. Moruya airport
- If this is living document what would you do differently – what does it mean to you?
- This is a draft and needs your input

## Discussion (open floor)

### Executive Summary

- We need to highlight the length of time that we have been in operation. This needs to be in the executive summary. It shows how long we have been advocating for improvements and that we will still be going, we have longevity (Marianne Pelz)
- Is there any potential in listing organisations that we have worked with?
  - We need to highlight our quality partnershiping with recognised reputable bodies that we have worked with (MP)
- We need to say something about the longevity and SUCCESSES. We need to promote both longevity and achievements (Sue Whelan)
  - Call out key achievements
  - Wording around longevity and achievements and we have this history and have been successful during this time period and thus worthwhile to connect with as an organisation
  - We work in partnerships to achieve
  - Make us relevant. We need both in the executive summary because this is what they will read first
- SEATS – there is a lot of information about what we do but not the why. Why does SEATS do what it does? (WS)
  - **Social equity**
  - **Safety**
  - **Efficiency – these three are key**
  - Economic development and employment
  - The why captures people's minds and hearts
  - People engage on road safety
    - Social issues about rail transport in Gippsland
    - Back end of document being short and concise is excellent
  - Relationships are fundamental
    - **Most important part is partnership throughout the whole process**
    - **Align with stakeholders objectives and goals where possible = transport area of government**
- Increase industry productivity
  - If we want the industry buy in then we need to specify industry efficiency and increase productivity(GP)
- What is our role as SEATS?
- Greg Pullen
  - We are used the longevity of the gestation of these projects
  - Private sector have shorter timeframes/ expectations
  - Frustrated by the fact that we will come back and will still be talking about the same issues
- Warren
  - Engaging with stakeholders is 'evidence' like what the RMS is looking for
  - We partner with industry early and this is gathering evidence and presenting the case and taking the partners with you
- Graham Brisbane
  - Who are these people? (SEATS) Are they angling for rail? What do they want?
  - A lot of the organisation content should come in the executive summary
- Warren Sharpe

- What SEATS is represents the transport needs of 4 million people from 26 councils
  - Or could be put another way – Lobby body for 20% of Australia’s population with GDP of \$XXB
  - This needs to be made clear
- John Duscher
  - We need consistency with how big is our region; how many people
- Jeremy Rich
  - Communicate with the public and then that gets back to state and federal government
  - We need some form of marketing strategy to ensure that we leverage on the good work of SEATS
  - All councils need to promote the work of SEATS
  - We are a region of xx people
  - We need to be seen to being useful – seen to be doing
- Anthony Mayne
  - See this as a change management process
- Graham Brisbane
  - What we do and who we are should be in the executive summary
- John Duscher
  - The document needs to get people’s attention
- Warren Sharpe
  - There are other organisations in this space – what is our point of difference?
    - Local government
    - Cross boarder
    - State agency representation
    - Strength of SEATS is the diversity of membership
- Sue Whelan
  - SEATS is independent of government changes to agencies
  - SEATS has out lived other government changes – eg creation of JO’s etc
- Harvey Dinelli
  - Requires clarity on the purpose of the document
    - Who is the audience of this document?
    - ‘designed for corporate use of SEATS – clarify corporate thinking’
    - Thought that this was an internal plan – or does this become public?
- Graeme Middlemiss
  - My council believes that transport connectivity is a vital element of economic development
  - They are members not only from a transport perspective but for the economic development that flows from transport connectivity
- John Duscher
  - For our members
  - Restating why we are here
  - From this we develop a communication plan – how do we let other people know what we do?
  - This is a lead document
  - Communications is a sub plan for a wider audience
- Anthony Mayne
  - Evolution of a document
  - We could make this a quasi-marketing document

- John Duscher
  - It's a living document and it needs to be punchy
- Warren Sharpe, Sue Whelan
  - Not sure – about internal vs external document
  - Are there two documents coming out of this or just this one document that is trying to be both things
  - It is important to incorporate all points if external document
  - If internal only then we may not need to incorporate all points because we already know what we do
- John Duscher
  - This will be available on the website
  - Previous marketing plan was an internal document but now sits on website
- Warren Sharpe
  - This is a strategic statement – not a workplan
  - We need a punchy document – vision purpose etc that opens up doors to state and federal government
  - Needs to have a snappy grab but based on
    - Safety
    - Equity
    - Economic development
  - Mission should be on front page
- Sue Whelan
  - Mission needs to be on the front page
  - Everything else we do and say should be reflected in the Mission statement
  - Core role needs to be reflected up front
- Anthony Mayne
  - Clarification
    - There is to be 1 document
    - Needs to have consistent message with key data up front
    - Can be used internally and externally

SEATS reached a consensus on the development of one document.

#### The Organisation

- Warren Sharpe
  - Reference to the calendar etc
    - What is the driving purpose of the calendar?
    - Advocacy – there needs to be more targets
    - 'To set up meeting' is administrative only and doesn't need to be in there
    - We need to be ready for key dates much earlier Key elections – where to lobby etc
    - Calendar has to have purpose

SEATS agreed with Warren Sharpe's sentiments via consensus

- Maureen
  - Community are becoming more aware of project management
- John Wearne
  - Need clarification on the map. The map shows half of the Snowy Valleys Council.

- Warren Sharpe
  - The map has a big hole now that Bombala is no longer a member
  - Bombala is not a member of many groups
  - We need to have a talk to them
  - Need a better map
  - The Mission Statement is too long.

### **Suggested new mission statement**

#### **Advocating partnerships for transport connectivity to drive the economy for social equity and safety outcomes**

- John Duscher
  - It doesn't matter if the document takes longer than expected to finalise as it is a vital document and important to get right
- Sue Whelan
  - The Strategic Statement and suggested changes are to be sent out to everyone for review
  - We can review at the August meeting
- Keith Cook
  - Baw Baw Shire has provided some changes
- Sue Whelan
  - Baw Baw's comments need to be distributed as well
- John Duscher
  - What other strategies do we need once this is adopted?
  - A communications strategy? Bring forward anything that you have in mind
- Anthony Mayne
  - Happy to continue coordinating
  - Marketing
    - Web is static
    - There are social media opportunities for exciting stuff that we want to get out there such as Facebook and the use of hashtags, hyperlinks etc
    - Brand recognition
- John Duscher
  - We need more time and thought
- Jeremy Rich
  - Need someone younger that can drive Facebook
- Graeme Middlemiss
  - Comfortable with Anthony leading
  - Anthony has done a really good job
- John
  - Continue to contribute with suggestions for improvement

### **Member/Delegates Reports**

The Executive officer thanked all delegates for their interesting, detailed reports and also thanked the Councils who were unable to attend this meeting for providing a report for the meeting.



#### i. East Gippsland – Mark Burnett

1. East Gippsland Shire Council is continuing to work with VicRoads in the planning phase of the Cann River Heavy Vehicle Rest area, Roundabout and Streetscape upgrade project. Stakeholder consultation is nearing conclusion and it is envisaged there will soon be a move toward formal design.
2. Works are continuing and are approx. 40% complete for the replacement of the Lindenow/Glenaladale Road Bridge. The replacement bridge will be 85.0m long and 5.0m wide and reinforced concrete and steel truss bridge. The road pavement approaches will also be upgraded to an acceptable standard for B double traffic.
3. The construction of a roundabout at the intersection of McCulloch and Macleod Streets in Bairnsdale is continuing and is approx. 60% complete.
4. The structural and civil designs for the Giles St Bridge project (approved for part funding under the Heavy Vehicle Safety and Productivity Program, Round 5) is nearing completion. The draft civil design required modification to move the embankment alignment away from an aged East Gippsland Water sewer rising main to avoid impacting that infrastructure. The new road and bridge alignment will skirt the south of Bairnsdale CBD through the industrial estate. The total cost of the project has been estimated at \$2.027 million dollars.
5. The Orbost Streetscape upgrade commenced on Wednesday 10<sup>th</sup> May with the contractor mobilising and establishing his work site. Stage 1 of the project which is the western side of the main street will progress between May and October 2017 depending on weather.
6. East Gippsland Shire Council is continuing to works with VicRoads to finalise the concept design for the Princes Highway and Myer Street intersection as part of the overall Lakes Entrance Streetscape upgrade. The knock-on impact to the intersecting side streets and on street parking is also being assessed as part of this process.

#### ii. Wollongong City Council – Walter Galvan

##### **2017/18 Annual Plan**

Public exhibition of Council's 2017/18 draft annual plan concluded earlier this month. The annual plan includes the 2017-18 draft capital program that lists 490 community infrastructure projects across 62 suburbs. The total budget for the 2017-18 program is approximately \$84M with some \$49M earmarked for transport infrastructure.

##### **West Dapto**

West Dapto when complete, will include approximately 19,000 new dwellings, over 50,000 people and create around 8,500 jobs. Two new town centres and a number of smaller village centres will be established in the suburbs of West Dapto. The Dapto Town Centre will grow to a sub-regional centre to serve the needs of existing and future residents. The West Dapto Access Strategy is sets out the future road network to service these areas. The Strategy is focused on

reducing congestion, increasing access during heavy rains and improving the links to the wider road network.

#### Fowlers Road to Fairwater Drive link road

The completed link road will see a new four-lane 1.3 kilometre road with a shared path as well as two bridges crossing the South Coast rail line, Mullet Creek and the flood plain. The road link will provide flood reliable access for the current and future residents of West Dapto. The current total project estimated cost is some \$100M.

In April 2017, Council accepted the tender from Abergeldie contractors for stage 1 of implementation that includes the construction of the foundation and the first 350 metres of road pavement and access for the bridge works to be constructed in Stage 2. Stage 1A of the project, that includes earthworks, drainage and a range of associated works commenced earlier this month and is scheduled to be completed in 2018.

#### Wongawilli Road and West Dapto Road Upgrades

The proposed upgrades to Wongawilli Road and part of West Dapto Road will cover a distance of approximately 1km, and provide a flood reliable access route. The ~\$11M project involves the construction of two bridges, road widening and a shared pathway. Associated works include the installation of traffic lights, rail level crossing upgrade and a flood mitigation channel. The three year construction phase of the project is scheduled to commence during the 2017-18 financial year.

#### West Dapto Masterplan Review

Council has established a team specifically to work on a review of the masterplan for West Dapto. This team is currently focussing on Section 94 Plans and working on road concept designs and principles that will inform the Master Plan Review.

On 3 April 2017, Council endorsed the revised draft West Dapto Section 94 Development Contributions Plan and has forwarded the Plan to the Minister for approval and determination on how to fund the gap between required infrastructure costs above the capped \$30,000 available for councils to leverage through Section 94.

The team has also been working on refining the Draft Section 94 Development Contributions Plan for Calderwood, and has been working with Lendlease and the Department of Planning & Environment through this process. The revised draft Section 94 plan is currently on exhibition from 21 April to 22 May 2017. Council is still in discussion with Lendlease regarding the infrastructure costs within the Draft Plan/s.

With the completion of the West Dapto and Calderwood Section 94 plans milestones, the team is now focussing on master planning and is currently reviewing West Dapto Stages 1 & 2 and working through issues. The Wollongong-Shellharbour TRACKS traffic model is being updated to include all new neighbourhood plans and subdivisions and will be used to test network concepts for Stages 1 & 2 and more broadly.

Concept designs are underway for a number of road links that will inform the updating of the Section 94 plan road costs as well as master planning in general.

#### **Wollongong City Centre Access and Movement Strategy Review**

Council adopted A City for People, Wollongong Public Spaces Public Life 2016 as the updated planning policy for the Wollongong City Centre. A comprehensive review of the Access and Movement Strategy is now needed to ensure that ongoing traffic and transport infrastructure planning and implementation aligns with the new planning policy for the Wollongong City Centre.

The Strategy preparation will commence in 2017/18 and will address key travel modes including private motor vehicles, public transport, pedestrians, bicycles as well as parking.

### **Keiraville Gwynneville Access and Movement Strategy**

The Keiraville Gwynneville area borders Wollongong City Centre and Wollongong Hospital Precinct includes the UoW main campus.

An Access and Movement Strategy for the area will develop a set of actions to improve the transport system, reduce impacts on surrounding suburbs, promote the use of sustainable travel modes and ensure that the transport network can adequately accommodate future development in the area. The study continues previous community-led plans developed for the area and will include a high-level of stakeholder engagement. Ultimately the study will result in preparation of a strategy document that considers a wide range of complimentary existing strategies and planning policy.

### **City of Wollongong Pedestrian Plan**

The City of Wollongong Pedestrian Plan will assist Council to achieve the community's vision for walking in the city and address a series of issues that currently hinder greater participation in walking. A range of objectives and supporting strategies are proposed that will help achieve the following plan goals:

Goal 1 – Encourage Walking

Goal 2 – Create Pedestrian Friendly Places

Goal 3 – Make Walking Safe

Goal 4 – Make Walking Easy and Convenient

Goal 5 – Work Effectively to Implement the Pedestrian Plan

Council is planning to carry out public exhibition of the draft City of Wollongong Pedestrian Plan in July 2017.

### **Park and Ride Strategy for Wollongong City Centre**

This strategy has been prepared to facilitate efficient and sustainable management of CBD parking demands as well as reducing traffic congestion and increasing public transport patronage and opportunities. The benefits of Park and Ride for Wollongong are numerous and include a reduction in city centre parking demand to free up land for higher order uses as well as supporting sustainable transport with greater priority for pedestrians, cyclists and public transport initiatives.

The strategy has identified three locations on the City Centre's perimeter to the north (at Stuart Park), south (at JJ Kelly Park) and west (at Beaton Park) for Park & Ride facilities.

Further recommendations include:

- A partnership with Transport for NSW in order to facilitate the key transport strategies detailed in the strategy.

- Concurrent preparation of a detailed business cases for the three Park & Ride facilities
- Prioritisation of implementation at the North (Stuart Park) and the South (JJ Kelly Park) facilities
- A review of parking the sites including consideration of timed restrictions and/or pricing mechanisms to achieve appropriate utilisation of the proposed Park & Ride facilities.

#### **Wollongong Southern Shuttle Bus Pre-feasibility study**

The existing free Wollongong City Centre Free “Gong Shuttle” bus route length is at practical maximum. A potential second shuttle service was suggested in Council’s CBD transport strategy. A pre-feasibility study for a “Wollongong Southern Shuttle Bus” has been completed to service a range of uses in this part of the City Centre and also support the southern Park & Ride site proposal.

#### iii. Representative of the Hon Dr Mike Kelly AM - Leanne Atkinson

- Leanne has nothing to report but is here to keep the Hon Mike Kelly informed about the work of SEATS. Mike Kelly’s office is keen to attend the August meeting.

#### iv. Shoalhaven City Council – Greg Pullen

- Many RMS projects will be reported on elsewhere in this meeting.
- In Federal budget, Council received \$13.8m for a project to build a “North Collector Road”, a local road to assist relieving pressure on the Princes Highway and the intersection with Illaroo Road at the northern side of the Shoalhaven River bridges. This project, to be constructed in 2017/18 will service a new urban release areas
- Council’s Executive team has met with RMS regarding the future challenges for transport through Nowra/Bomaderry. Around \$1b of works are anticipated over a 10-15 year period and the co-ordination of these complimentary projects is required, as is the budget allocations from all levels of government.
- Building Better Regions – one project submitted was for a vessel maintenance facility for the commercial tourist fleet and recreational facilities.

#### v. Goulburn Mulwaree Council – Denzil Sturgiss

- Expressed concern about the amount of time it has taken to design Lansdowne Bridge
- Connection between MR92 and Hume Highway – big increases in traffic

#### vi. RDA Southern Inland – Barry McDonald

- Key points from the RDA Independent Review
  - No announcement in budget
  - What is the future for RDA? Still waiting
  - Appointments are moving into the third year of a three year contract. Appointments have been continued for one more year
- The Planning Assessment Commission (PAC) refused the Gunlake Quarry Expansion. The PAC determined that there was a lack of emphasis of strategic planning in the shifting of large quantities between the gravel quarry (Marulan) and Sydney. The PAC noted a lack of strategy as one of the reasons for rejection.
- PAC believes that rail freight movement should be investigated. The planned expansion would have resulted in an increase in truck movements from 164 trucks to 440 trucks per day. However, rail is too expensive.
  - Rail between Marulan and Sydney is extremely congested (Denzil Sturgiss)
- There is nothing in the Infrastructure Australia Priority List for the RDA Southern Inland region.
- The speed limit has been reduced to 80km on a stretch of road outside of Braidwood
  - This was due to the amount of injuries and accidents on that part of the road (Denzil Sturgiss)

#### vii. Baw Baw Shire Council – David Dunstan

- Gippsland Councils Regional Road Group is working on identifying strategic routes which will hopefully be finalised by September.

#### **2016-17 Capital Works Program-**

**Council is on-track to deliver 98% of the program, with expected end of year expenditure of \$26.58M**

- \$10.22M is expected to be spent on Roads and related works (38% of total Capital Expenditure)
- \$1.25M is expected to be spent on Bridges and Major Culvert works (4.7% of total Capital Expenditure)
- \$1.1M is expected to be spent on Footpath works (4% of total Capital Expenditure)

#### **R2R - Overall Allocation to Baw Baw 2014-19 \$11.5M**

Nominations to date 49- completed 9 in 14/15 worth \$1.26M, completed 22 in 15/16 worth \$3.6M, and 16 to be completed in 2016/17 (including 2 projects ongoing from 15/16 into 16/17) worth \$4.05M.

#### **2014/15 \$1.4M allocation**

- |   |        |
|---|--------|
| • Settlement Road, Trafalgar            | \$366K |
| • Gravel Road Resheets (Multiple sites) | \$434K |
| • Russell Creek Rd, Hillend             | \$170K |
| • Walhalla Road Reconstruction          | \$153k |

- Mizpah Settlement Road, Buln Buln East \$148K
- Main South Road, Drouin South \$122K

**2015/16- \$3.8M** allocation, major works

- Landsborough Road, Warragul Reconstruction \$1.2M
- Sutton Street, Warragul Reconstruction \$860K
- Gravel Road Resheets (Multiple Sites) \$761k
- Old Sale Road, Brandy Creek \$306k
- Old Main Jindivick Road \$270k
- Darnum Shady Creek Road \$241k
- Old Telegraph Road, Jindivick \$227K
- Sunny Creek Road \$191K

**2016/17- \$4.05M** allocation, major works

- Road Reconstruction (Multiple sites) \$1.8M
- Gravel Rd Resheets (Multiple sites) \$548K
- Nilma Shady Creek Road, Nilma- Pavement Repairs \$360k
- Copelands Road, Warragul- Pavement repairs \$228K
- Coster Road, Modella- Pavement Repairs \$184k

**Blackspot Road Safety Program**

**2015-16-** Council successful in receiving and delivered **\$2.2M** works at:

- Albert St - Warragul
- Waterloo Rd - Trafalgar
- Nayook Powelltown Rd - Nayook
- Darnum Allambee Rd – Darnum
- Lardners Track – Lardner
- Jindivick Neerim Sth Rd – Jindivick
- Lillico Rd - Warragul
- Old Sale Rd - Shady Creek

**2016-17-** Council successful in receiving and delivered **\$588K** works at:

- Forest Road, Labertouche
- Stolls Road, Shady Creek
- Beards Track, Shady Creek
- Cervic Rd, Tanjil South & Willow Grove

**2017-18-** Council has applied for **\$198K** funding for safety improvement works at:

- Labertouche Road, Labertouche

## Bridge Renewal Program

- Round 1 funding \$320K- **Completed** Labertouche Rd bridge strengthening (Total cost \$640K)
- Round 2 funding \$332K - **Completed** for Daveys Rd bridge replacement project (Total cost \$665K)
- Round 3 funding- **Applied** for funding for upgrade of three key bridges on Allambee Estate Road (Total est. cost \$1.04M)

## Local Roads to Market Program

- Round 1 funding \$582K- **Approved** for Construction and Sealing of 7km section of Labertouche North Road, Labertouche (Total est. cost \$1.17M) in 2017/18.

## \$4M Warragul Streetscape project

- Important renewal of CBD area follows VicRoads/PTV completion of rail underpass
- Project intended to support future growth of town
- Community reference group in place
- Traffic counts completed, being used to inform Network modelling of traffic flows in CBD
- End result will potentially traffic calm CBD precinct reliant on alternate traffic routes for through traffic
- Smith Street works between Albert and Palmerston Street completed and includes pedestrian traffic lights, and street improvement works such as asphalt resurfacing, and landscaping.
- Detailed design underway for Palmerston Street, Queen Street and Smith Street streetscape works
- Precinct involves both VicRoads and local Council roads
- Council is currently awaiting decision on its federal Building Better Regions funding application for this multi-year project.

## Drouin heavy traffic

- Heavy traffic is increasing in Drouin township
- Drouin CBD provides key connection but growing conflict between pedestrian and traffic amenity
- Future Southern bypass on the drawing board but planned to build incrementally via future subdivision development to minimise cost to Council
- But that could be some years away before in place and so what should we do in the interim to better manage traffic growth
- Council is working with VicRoads to consider alternate options to focus on short term and long term solutions

## Gippsland Regional Road Group

- GRRG Working Group will meet on 17 May at Latrobe Offices to:

- Discuss and document the key drivers for the prioritisation/scoring process (called GRRG Road-Bridge Initiatives) of respective strategic routes;
- Review the current prioritisation/scoring process;
- Discuss some extra scoring methods;
- Re-score projects through peer review;
- Discussion of VMaps/VicRoads mapping data and what it may provide.

Outcomes will be brought back to the next GRRG meeting in mid-July.

- Further opportunities will be presentations to SEATS and GLGN to keep CEO's informed, then aim to finalise Priority List by September meeting, following which strategic advocacy can be made at State and Federal levels

#### viii. Yass Valley Council – David Rowe

- Barton Highway \$50m in election promise for upgrades
  - Duplication has occurred on both ends not in the middle. Requires more duplication.
- Regional perspective
  - Meeting with Ken Gillespie, Regional Infrastructure Coordinator
  - Strategic priority list of projects - interested that Gippsland roads group has done this
  - All councils have identified top 5 projects such as Princes Highway, rail, Barton Highway etc
  - Should be a priority list developed and then bringing them through to SEATS

#### ix. Queanbeyan Palerang Regional Council – Sue Whelan OAM

Tenders have closed for the Ellerton Drive construction project and these are being assessed by RMS. We expect a contract to be awarded and construction commence by July this year.

#### Integrated Transport Strategy

Council has awarded the contract to prepare an Integrated transport strategy for the Council to AECOM. Work will soon be commencing on this Strategy, which will consider a wide range of transport issues such as road and freight transport, rail transport, access to Canberra airport, public transport in and around Queanbeyan and how this integrates with the ACT, pedestrian and cycle integration.

#### Smart Cities

Council is looking to partner with the ACT to deliver some initial SMART technology that will assist with parking, lighting, free wifi access and the collection of data and statistics on pedestrian and vehicle movements. It is early days yet but this work will assist Council as it delivers it's CBD redevelopment and revitalisation program.

River Forest Road (MR51) - By now you would be well aware of the work.

It is a 4km section of rehabilitation and realignment on the Kings Highway east of Braidwood. It has a value of around \$12m and is works being undertaken by Council on behalf of the RMS. It represents one of the single largest projects allocated to local government by RMS under the RMCC (Road Maintenance Council Contract) framework. Council has been working on this project for near



on two years and is approaching the final stages with an expected completion date around the end of August.

Malbon Street Bungendore (MR51) - Again, a project being undertaken by Council with funding sources coming from RMS (for the centre Kings Highway lanes), from Council (for the shoulders, drainage and K&G) as well as some from private sources associated with a nearby development. The works aim to replace and rehabilitate the pavement in the area with the total project having a value of around \$1.9m. The works are planned for completion by the end of June.

Captains Flat Road (MR270) - Reconstruction and rehabilitation of the pavement between Douglas Close and Kearns Parade. These works have only recently commenced and aim to complete the final link of similar works on this route between the Kings Highway and the Briars Sharrow Road. Funded from Roads to Recovery, the efforts will concentrate on a 3km section of the pavement. Works are expected to run until close to the end of this current calendar year and will build on the recent very successful project nearby at Stony Creek.

Nerriga Road (MR92) - Reconstruction and rehabilitation of a section of the pavement near Black Bobs Creek. The existing sealed pavement is narrow and VERY rough. Funding has been partly provided through the NSW Government's Regional Road Repair Program (RRRP) and partly from Council's sources. Works are due to commence within the next 2 weeks and will extend to say the end of September.

Goulburn Road (MR79) - Rehabilitation, widening, strengthening and improvement of drainage on a 2.2 km section of the road in the area of Reedy Creek (seg 520). These works are valued at around \$1.75m and are being undertaken by Council on behalf of RMS under the RMCC arrangements. Works are well advanced and are expected to be finalised by about 30 June (weather permitting).

#### x. Eurobodalla Shire Council – Warren Sharpe OAM

- The reduction of the speed limit on the Kings Highway is an impediment to transport efficiency. Strongly encourage SEATS members to write to the Minister about this as \$400K per year is lost in transport efficiency. Timely to do it now as they are writing the corridor strategy.
- The Kings Highway is a challenge
  - Don't have a bucket of money to get projects sorted
  - Some land about to be sold that is part of the corridor and RMS can't buy it because of lack of forward planning
- Completion of the Link Road will open up \$800M of development
- Ask that SEATS write to Ken Gillespie in relation to RMS funding for the Link Road
- Bridges
  - Feed into dairies and local communities and quarry operators
  - Are in the process of replacing a number of timber bridges – great to see this being funded
- The roundabout is complete
- \$9M committed from federal government for works with a project McKay park
- \$1.5M inclusive playground

- Variety have just donated another \$100K plus for the project
- The Moruya Airport terminal project has been held up by archaeological assessments
- Pathways strategy
  - Have an aging and a young population so pathway infrastructure is important
- Batemans Bay marina development of \$90M was constrained until they dredged channel. Seeing an increase in cruising yachts because of opening up the channel
- Encourage councillors to attend roads conference. Three key themes:
  - Road safety
  - Freight and transport efficiency
  - Social equity
- 67% of fatalities occur on local roads
- 90% of the road network in NSW are local councils
- 2 coroner's inquest reports – Lismore and Goulburn Mulwaree – have the potential to change the landscape of the Civil Liability Act
- Road resurfacing is the number one thing to reduce fatalities and accidents
- FAG distribution is not equitable. Eg. Sydney \$4020 per km vs Blayney \$580 per km vs Eurobodalla at \$650 per km
- NSW about to launch a new road safety plan
- The RMS are undertaking an asset assessment of all marine infrastructure in the state

#### xi. Latrobe City Council - Graeme Middlemiss

- 1250 direct jobs were lost with the closure of the Hazelwood Power Station.
- 250 core and supply chain jobs will be lost when Carter Holt Harvey closes its Morwell sawmill.
- Focused on job replacement strategies such as Woodlawn and quarry product movements.
- Concerned about the constraint of rail movements
- Some new rail lines are on an elevated base called Skyrail and there is persistent miscommunication that freight cannot use Skyrail.
- Disappointed in funding fiasco in Gippsland line updates

Harvey Dinelli

- Congratulations on the website improvements
- Priority projects need to be current. The site lists a number of successful and complete projects but we also need to highlight those projects that still require funding.

#### xii. Bega Valley Shire Council – Terry Dodds

1. Council still continues to struggle with the reconciliation of the National Disaster Relief & Recovery Arrangements (NDRRA) funding.

The current methods of addressing each 'event is both convoluted, time consuming and extremely inefficient.

Due to the length of time, the audit process in particular takes, much risk is borne by both the community, councils and visitors to regions (environmental, financial, reputational).

Whilst council understand that both the State and Federal government funding must be acquitted with a high level of confidence the reality is that whilst one risk (financial) has been reduced, many others have been introduced.

The physical capacity for councils to harbour the risk to persons or property, to the environment, or to its reputation, is of grave concern and continual frustration.

But it doesn't need to be this way. There are much more efficient and effective methodologies that could easily be adopted that would both provide funding authorities assurance and at the same time reduce the public's risk tenfold.

Council suggests that immediately after an event, that independent engineers work with council staff, together, in completing the assessment such that the time span, which can be two years, is reduced to less than 90 days.

A **co-signed report** would be supplied to the State which would negate the need for a second lot of engineering audits to take place; and the inevitable confusion which results in even greater expense for both councils and the state.

There are a great many retired or semi-retired, but still registered, professional engineers available through either Engineers Australia or the Institute of Public Works Engineering Australia.

Using this resource, in the time after what had been a declared an 'emergency', to quickly and effectively assess, write a joint report, fund and allow councils to reinstate essential infrastructure make much sense.

Bega Valley Shire Council seeks SEATS to write to both the Federal Minister for Infrastructure and Transport, the Hon. Darren Chester MP, and the Minister for Regional Development, the Hon Fiona Nash.

Mr Warren Sharp OAM, Eurobodalla and Terry Dodds, Bega Valley Shire Council, offer SEATS Executive Officer assistance in drafting (technical details).

2. The Merimbula By-pass Stage 3 commences construction in June, with an eighteen week time frame for completion. This \$9.6m project will then be finalised.

3. Council's renewal program is still carrying on in earnest. Council recently approved a tender for the replacement of two timber bridges in the southern part of the Shire.

4. Council recently finished our 4 Yearly updating of our Asset Management Plans. Council faces similar challenges to most local government areas, where our income isn't keeping pace with the cost of asset maintenance and renewals. Subsequently, over the next four months, council will be completing a complete service level review, underpinned by advice relating to how to comply with the Civil Liability Act 2002.

5. Council is in the process of changing our whole works and risk management methodology through introducing a real-time geospatially controlled communications system. The data which will allow much more robust knowledge management, will change not only where and how we address our services, but it will drive our asset management in a way not seen by many within our industry.

The system has been labelled the Network Operations Centre, or NOC. It will link customer service requests to real-time actionable work requests, via mobile apps. It will update risk registers and greatly assist council plan its budget. Most of all, it will ensure our dollars are spent wisely.

6. Council's Regional Transportation review has commenced. This review will assist council develop plans to support economic growth well into the future.

7. The airport upgrade has commenced. The augmentation of water supply is 95% complete. The airside consultant has started, as has the review of the Mater Plan. It is a huge volume of work.

8. Tathra Wharf. Council has made a funding request to allow the renewal of 28% of the piers under the wharf. The estimate is in the order of \$3m, and subsequently, well out of reach of financial capacity for Bega Valley Shire Council ratepayers.

If funding sources aren't able to be found, in the future council will have little choice but to either give the asset back to the State, or close. Unless the structural degradation is repaired it is only a matter of time before this occurs.

- It took 23 months to receive the claim for the Jan 2014 flood
- Current claim process is not working
  - Have previously suggested a solution to the Hon Andrew Constance
  - The solutions would use ex-works managers to assist with FAG assessments
  - Working together the assessment process could be improved and undertaken within 90 days.
- Would like SEATS to write to the federal government and relevant ministers to get this process fixed.

(Leanne Atkinson has offered to pass this information on to the Hon Dr Mike Kelly)

Approved construction and replacement of a couple of timber bridges

- GPIMs
  - Able to update asset management plan, risk, audit, financial etc
  - First time we can do asset management in real time
- Airport
  - Consultant engaged to fast track design
  - Fire ring main completed
  - Updating airport master plan
  - Issues with Crown Lands
    - Tathra Wharf – after inspection 17 piers were so bad that they are held in place by the deck - \$3M to replace
    - Process would be to rebuild as they work toward the ocean

xiii. [Hi-Quality Group – Garry Stafford](#)

- Quarry material and asbestos
- Main interest is Main Road 92
- Economically constrained by coming in from Tarago
- B doubles most efficient way to move freight
- One in one out in terms of traffic movement in Yass area
- Keen to help and provide information that could help with grants
- Encouraged to see so much focus on roads and transport
- Thanks for letting me attend as an observer.

xiv. [East Gippsland Shire Council - Marianne Pelz](#)

- Would like to congratulate VicRoads on their community consultation and funding of the Princes Highway
- Excellent initiative to ask the community about their priorities
- Congestion of tourist traffic at Stratford roundabout and at Bairnsdale. The Mitchell River Bridge collects traffic from Lakes Entrance and the Great Alpine Road resulting in 20 minute queues in both directions.
- Need alternative routes or bypasses for Bairnsdale, Stratford, Sale and Traralgon. These projects need to be put on the agenda now so they can get assessed and ready for funding in the future.

xv. [Shellharbour City Council- Mr Luke Preston](#)

- Regular Passenger Transport (RPT) at Wollongong (Shellharbour) Airport with a view to including cargo in the future
- Extension of M1 through Albion Park Rail - RMS are now looking to stage the project due to costs

- Tripoli Way (Albion Park By Pass) RMS are no longer considering linking the M1 extension to council's Tripoli Way which will have major impact on the Illawarra Highway in the future due to subdivision at Calderwood Valley/Tullimbar

#### xvi. South Gippsland Shire – Jeremy Rich

##### Leongatha Revitalisation Project

The Leongatha Revitalisation Project has four key components:

- The Leongatha Heavy Vehicle Alternate Route is now completed and open.
- The final master plan for the renewal of the main street of Leongatha (Bair Street) has been adopted. Council will be seeking funding from the Victorian Government to complete the project.
- Council is undertaking a review of the former railway station land to determine future uses. It is working with the land managers, VicTrack and established a local stakeholder group.
- Upgrade works for the Melbourne entry section of the South Gippsland Highway (Anderson Street) at Leongatha have recently commenced.

##### South Gippsland Highway - Black Spur/Koonwarra Bends

Council is working with VicRoads on the improvement of the South Gippsland Highway at Black Spur near Koonwarra. This project will remove a series of dangerous bends on the Shire's main arterial. The recent State budget confirmed the Victorian Government's commitment of \$25 million to the project, which matches the Federal Government's election commitment of \$25 million. Planning for the delivery of the project has now commenced.

##### Foster Streetscape Project

Works are progressing on the Foster streetscape works and are planned to be completed by mid 2017.

##### Korumburra Town Centre Streetscape

A streetscape masterplan was adopted by Council in May 2016 following extensive consultation with VicRoads and the local community. This project includes improvement works along Commercial Street (South Gippsland Highway) and budget allowances have been made for detailed design and construction in future budgets.

##### South Gippsland Highway - Korumburra

Council is working with VicRoads on planning for a future budget bid for an upgrade to the South Gippsland Highway, south of the Korumburra. This project is designed to improve safety and improve freight access through several dangerous bends.

##### Bridges Renewal Project

Council is submitting an application for the Bena-Kongwak road-over-rail bridge under the Federal Government's Bridges Renewal Program.

Powneys Road Bridge Tarwin Lower Council were successful with an application for the reconstruction of the Powneys Road Bridge, Tarwin Lower under the Department of Economic Development, Jobs, Transport and Resources (DEDJTR) Local Roads to Market Program.

#### xvii. Bass Coast Shire

##### Phillip Island Road upgrade

Council has worked in partnership with VicRoads and the Phillip Island Integrated Transport Study (PIITS) Community Reference Group with relation to key intersection upgrades and community engagement. Key intersection upgrades at Newhaven, Woolamai Beach Rd and Back Beach Rd, The May Budget saw the Woolamai Beach Rd Project get \$7 Million in funding.

This is in addition to the \$3.2M of funding for planning activities had already been announced for the Phillip Island Road corridor. Community engagement has been conducted by VicRoads.

A related project that Council has recently completed is Phillip Island and San Remo Visitor Economy Strategy 2035. Information shows that Phillip Island can expect an additional 4,300 visitors per day by 2035. 35% of international visitors that come to Victoria visit Phillip Island, and Phillip Island is the second most visitor reliant economy in Australia behind Uluru.

Some other exciting developments approved for this corridor recently were the state funding announcement for the \$60M redevelopment of the Phillip Island Penguin Parade visitor centre and the approval of a \$10.5M hot springs development similar to Mornington, which is expected to bring 500 visitors a day.

##### Melbourne South East Region Freight Strategy

The South East Metropolitan Transport Group recently completed a Freight Strategy. Bass Coast Shire Council is a member of the Group and provided input to the Freight Strategy. The Key Directions and initiatives of the strategy were to:

- Upgrade first and 'last mile' connections to key industrial locations
- Promote longer term network connections
- Improve data feedback links with the NHVR
- Promote rail links to the PoM & local intermodal terminals
- Support ongoing grade separations
- Promote greater awareness of freight costs & potential savings measures for local manufacturers

Priority road projects were identified as key transport network initiatives needed to support freight in the SE Melbourne Region. For Bass Coast Shire the initiatives identified included, Phillip Island Road upgrade, Kernot Bridge Replacement, Bass Highway Anderson to Inverloch upgrade and Wonthaggi Alternative Heavy Vehicle Route.

#### Kernot Bridge replacement over Bass River

Council is advancing planning in order to have the project shovel ready for funding opportunities. Planning expected to be completed later in 2017.

#### Background

Construct a new 75m bridge over the Bass River at Kernot. The current bridge at Stewarts Road spans the Bass River. It is a one lane aging timber composite structure that is load limited to 20 tons. The bridge services local traffic although is no longer able to service local industry requiring heavy vehicle access. Higher productivity vehicles are increasingly utilising the local network.

The current bridge is a pinch point in the local road network for the dairy, agriculture and extraction industries. A new bridge would allow for economic benefit through freight efficiencies gained and access for high productivity vehicles. A feasibility study conducted by Council has determined that realigning the existing road and locating a new bridge at an alternative crossing point would also service land that is currently accessed by the Schiers Road Bridge which is limited to 12 tons and in poor condition. By utilising this alignment two older bridges could be decommissioned from current service and maintained for future pedestrian and cyclist links.

#### Bass Highway, Anderson to Leongatha upgrade

Discussions are being initiated between Bass Coast Shire Council and VicRoads regarding future demand planning for this corridor.

#### Background

The Bass Highway provides access for local agriculture and forms part of the Melbourne/Sydney coastal tourist route. It also provides connectivity between the towns of Leongatha, Inverloch, Wonthaggi and other small towns to the Anderson turnoff to Phillip Island.

The duplication of the Bass Highway between Lang Lang and Anderson is now complete with Stage 7, the final stage, opened to traffic in late December 2013. The balance of the highway from Anderson to Leongatha is proposed as 2 lanes with improvements to, road pavement, widening to B road standard, sealed shoulders at some locations, provision of overtaking opportunities and safety



improvements including upgrade to narrow alignment at Powlett River culverts at Dalyston.

### Wonthaggi Alternative Heavy Vehicle Route

Bass Coast Shire Council has commenced preparing a Precinct Structure Plan for Wonthaggi North East development area. The plan will identify a road network including an alternative heavy vehicle route and other infrastructure.

### Background

The Bass Highway is the main highway that passes through the Wonthaggi region. It connects Wonthaggi with other regional centres including Phillip Island, Inverloch and Leongatha. During the peak holiday periods this highway experiences significantly higher traffic volumes resulting in large queue lengths through Wonthaggi.

In 2011 Bass Coast Shire Council commissioned The Wonthaggi CBD Traffic Impact Study which found that if no action is taken the existing road network will soon be operating at capacity with unacceptable queue lengths.

## REPORTS TO MEETING

### a) Transport for Victoria - Mr Harvey Dinelli

- Transport for Victoria is more than just a name change
- Scooped up planning people and brought everyone in under one umbrella for a more efficient operation
- Gippsland Corridor Rail Program
  - Latrobe valley upgrades include increased car parking, disability lighting etc and should be completed by early next year
  - Gippsland Logistics Precinct is still commencing
  - Latrobe valley – significant amount of money ?? someone has – wants to complement transport projects
  - Lakes Entrance dredging to open up access.
  - Current dredge is at the end of its life. New dredge Tommy Norton is being built in China and expected to be in Australia in October 2017
    - Cost of new dredge - \$23-\$26 million
- Gippsland rail line upgrade
  - State governments sees the Gippsland Rail Line upgrade as necessary for Gippsland and after the Ballarat line is the second biggest package of works in Victoria
  - State government recognises that this package of works needs to be done

On 12 April 2017 legislation commenced formally establishing Transport For Victoria (TFV). Transport For Victoria is a new transport agency that will coordinate Victoria's growing transport system and plan for its future.

Like Transport for London and similar agencies in major cities around the world, Transport For Victoria will bring together the planning, managing and coordinating of Victoria's transport system and its agencies, including VicRoads and Public Transport Victoria.

In time, it will provide a single source for information about our road, train, tram, bus, taxi and freight networks, making it simpler and easier for Victorians to get the transport information they need.

Transport For Victoria will also plan for the future of Victoria's transport system, ensuring it grows as the community, economy and technology changes. The creation of Transport For Victoria is the realisation of the aims of the *Transport Integration Act*.

### **Gippsland Rail Corridor Station Upgrade Program**

The \$9 million program will build 100 new car parks at Traralgon Station and 60 new spaces at Morwell.

The stations at Moe, Morwell, Traralgon and Trafalgar will be made more accessible for people with disabilities, with new ramps, upgraded toilets, tactile ground surface indicators and lowered ticket counters. Waiting areas will also be upgraded at each station.

Trafalgar Station will get a new platform entrance, platform shelter, and bike hoops, and the bus bay will be upgraded to improve connections between trains and V/Line buses. The bus bay and interchange at Moe Station will also be upgraded, and a new protection barrier will be installed on the edge of the car park parallel to the platform to protect it from cars leaving the roadway.

Work on the Gippsland Rail Corridor Station Upgrade Program is expected to be complete by early 2018.

### **Gippsland Logistics Precinct**

The State Government has committed \$10 million from the Regional Jobs and Infrastructure Fund for Latrobe City Council to develop the Gippsland Logistics Precinct (GLP) and associated supply chain improvements.

The GLP is a 72 ha site generally consisting of vacant paddocks located adjacent to the Gippsland rail line at Morwell. DEDJTR has established a Project Control Group (PCG) which is meeting regularly. The PCG is providing high level technical advice to help shape the investment from a policy and operational perspective.

### **Latrobe Valley Authority**

Latrobe Valley Authority was established late 2016 by the State Government and is responsible for overseeing the implementation of the \$266 million support package committed by the Victorian Government in response to the Hazelwood Power Station closure.

Transport is working with LVA to provide a number of smaller projects for their consideration. The more important role of transport however, is to assist as an enabler for business and industry growth and to this end we are also working with LVA and Regional Development Victoria.

### **Budget Announcement 2017-18**

Attached to the report were the details of the exciting announcement of \$435m investment in the Gippsland Rail line upgrade.

#### a) RMS Report – Renae Elrington Regional Manager

- Renae explained her involvement with the steel procurement group. Procurement process is concerned with quality. The RMS have had issues with substandard steel imports
- Scope of works is anything from \$5K upwards. E.g. the Gerringong upgrade - \$340M
- Four lanes from Wollongong to Jervis Bay turnoff is a priority for the RMS and NSW State government
- Foxground and Berry bypass - \$580M project with one portion having been opened. The community and council are delighted with the results
  - A community walk being organised for over Berry bridge (18<sup>th</sup> June 2017)
  - Good communication and collaboration
  - 11 years in the making from inception to driving on it
- Looking to establish a heavy vehicle taskforce to investigate improvements to Mt Ousley Road interchange
- What is the process that RMS go through to assess effectiveness from road safety perspective?
  - Multi layered assessment but safety is the 'heart' that permeates through to all aspects of road design
  - Foundation of design/engineering
  - Local government need to apply road safety audits to all stages of road design
- Albion Park bypass is an extremely complex site with a rural dairy and sports fields in the vicinity and in a flood prone area. The project site will be impacted by a land release
- Nowra Bridge
  - Originally bridge built in the 1890's
  - Tight land mass
  - Tricky site
  - Intersection treatments are required
  - Sits within a strategic model within in the town of Nowra
- Batemans Bay Bridge

- 1951/1956 bridge
- 10,000 parts that need to move collectively
- Middle raises to allow marine traffic to go through
- Significant maintenance issues
- Temporary work underneath bridge has been completed
- Hoping to bring some options to the community toward to the community
- Berry to Bomaderry upgrade
  - In planning
- Values around investment
  - Common thread is the evidence to support business case
  - Evidence and quality of data
  - Funding contributions are key
  - Need quality applications for serious investment
  - RMS are assisting local government in developing a quality application
- Stressed the importance of open and frank conversations
  - Thanked Warren in this regard
- Freight
  - National freight supply chain strategy being developed
  - Set a planning regime around freight but freight regimes change quite quickly due to the dynamic nature of freight
  - Complex space

Appreciate relationship that SEATS has with RMS, VicRoads and Transport for Victoria

- Nowra to Yass via Nerriga and Main Road 92 is an important link between the coast and the Hume. The RMS needs to be kept abreast of the importance of that road
- Eurobodalla have moved a resolution in favour of the installation of recharge stations. Are the RMS thinking about this space and provision for electric vehicles?
  - The RMS are watching and waiting and keen to be informed
  - TfNSW are keen to showcase what the world could look like with driverless cars and electric vehicles
  - E.g. Pheasant nest
    - What is the service centre of the future going to look like
    - Get go – hire a car don't need your own????
    - Our road systems will pose a challenge for this
- I have heard of roads being constructed out of plastic. Are the RMS exploring new materials?
  - RMS we do use some recycled material in our road base
  - Richard Branson is looking at gas emissions from steel industry as a different type of jet fuel
  - RMS can present at a later date about innovation in road base
- Does the RMS have any plans to improve Kings Highway going into Braidwood to remove 80km speed zone?
  - There is a history of crashes at that section at 100km
  - Since the reduced speed limit there have been no crashes. This is a very cost effective and successful safety outcome with no deaths or injuries sustained during the reduced speed limit. A good outcome.

Renae Elrington is happy to bring innovation reports to next seats meeting.

## **Final Remarks and Reminders**

In closing the meeting Cr Patricia White, SEATS Chair, thanked Cr Mayne for facilitating the workshop on the Strategic Statement and reminded members about contributing their further thoughts to the development of this important document. She thanked our hosts and wished everyone a safe journey home. It was again an informative, engaging and enjoyable meeting.

### **Next meeting:**

**17<sup>th</sup> and 18<sup>th</sup> August 2017 - Wellington Shire Council at Sale, Victoria.**

**John R Duscher  
SEATS Executive Officer**