



***South East
Australian
Transport Strategy
Inc***

**Regional
Action Plan**

“Out of the Crisis”



**Sue Whelan
Executive Officer
Mobile: 0414 895 324
Email: admin@seats.org.au**

Road safety is everyone's responsibility. *With the support of the Australia Federal Government, State Governments, Local Governments and industry we are committed to making our roads safer for all users.*

Foreword

SEATS believes that all levels of Government are responsible for ensuring that a pro-active, co-operative strategic direction is in place to facilitate improvements to transport infrastructure in South Eastern Australia and SEATS strives to lead a collaborative and strategic approach to transport planning and investment in this region.

This document outlines the Election Strategy and priorities for Transport Infrastructure in the SEATS region for the upcoming 2018/19 Elections and will be distributed to all current Members and Candidates for State and Federal Elections. We will be seeking an opportunity to meet and discuss these details in the coming weeks

Background

For the past 25 years SEATS has successfully focused on defining and facilitating investment in transport infrastructure that drives economic development. With the benefit of astute contributions from Local Government, Regional Development Organisations, Government Agencies and private enterprise, we have worked to achieve a series of substantial transport outcomes.

About 1.5 million people live and work in the area covered by SEATS. This region is a triangle to the east of a line linking the NSW City of Wollongong to the north, the Victorian shire of Baw Baw to the south and the Shire of Upper Lachlan to the west and includes the ACT.

South Eastern Australia is rich in primary resources, has a skilled labour force, and a wealth of natural assets, however transport impediments are stalling investment in the region and reducing the returns for existing businesses.

Strategic

SEATS aim to identify and promote transport projects that achieve our Stated Objectives. In some cases these will focus on a local environment but all projects are interpreted through an assessment of the various transport options across the entire corridor and network.

We are committed to collaboration with local, State and federal Governments and we seek their support to achieve these enhancements. We will continue to work with relevant industry bodies and technical partners and remain respectful of relevant policy and in particular the fundamentals of "Movement and Place"

Stated Objectives

Key transport improvements to the region would:

- ✓ Enhance the safety of travel
- ✓ Attract new industry
- ✓ Increased freight movement
- ✓ Increase tourism
- ✓ Create new jobs and investment.
- ✓ Enhance existing economic development
- ✓ Expand existing industries

Focus priorities

- ✓ Enhance safety by improving peoples access to places of work, education, recreation and services with a safer more user friendly transport network
- ✓ Boost regional development by improving connectivity to suppliers, markets and export intermodals (sea and airports). Improving access on roads and rail to deliver economically sustainable growth and regional employment.
- ✓ Deliver environmental and economic sustainability by providing transport systems and networks that are productive and sustainable.
- ✓ Optimise community input to major projects to ensure future decisions on investing in regional transport infrastructure are well informed.
- ✓ Increased tourism opportunities by facilitating access and allowing local markets to showcase their communities and further develop their commercial centres.

Strategic Partnerships.

SEATS works closely with its members, in particular affiliated Councils at both elected and technical level. We also enjoy the advice of several affiliated specialist transport consultancies.

We have maintained a strong relationship with both Vic Roads and Roads and Maritime Services since our formation and we have complimented this in recent years with a more direct engagement with TfNSW and Transport Victoria.

A time for action

While the projects have altered SEATS has consistently advocated our Stated Objectives via our Focus Priorities for 25 years. As we approach the upcoming State and federal Elections we remain committed to working with all levels of Government and industry to enhance road safety and access to this crucial region.

It is notable that SEATS is receiving advocacy from local communities and industry which is largely unchanged. This feedback indicates that recent investment in the network is greatly appreciated but further action is required.

Our research indicates that the Federal Governments recently announced Princes Highway Strategy is a particularly strong start. It provides a means for guiding investment priorities for major freight and tourism corridors. Is also facilitates the involvement of local communities in the consultation but there is an opportunity to further enhance this strategy tool.

SEATS is seeking an additional strategy piece to compliment this work, a document that specifies the road safety history across the entire Princes Highway corridor as well as the various escarpment corridors. We believe that this will illuminate the rationale for the investment, validating recent investment and prioritising future projects in this critical region. This corridor based assessment will also add context to local communities and industries (agriculture, energy, timber, regional tourism and coastal and hinterland access)

SEATS are also seeking a clear statement regarding the application of 'Movement and Place' across this entire corridor as well as formal recognition of the Princes Highway as a road of strategic importance to Australia.

In all cases SEATS is seeking involvement in the development of these strategies and would welcome the opportunity to be involved in the community discussion. We also seek an approach that transcends LGA and State Government boundaries, the corridor must be the primary focus.

Risks of Inaction.

The NSW Government spends approximately \$302.4 million and the Victorian Government spends approximately \$200m, we would like to work to ensure that this investment is optimised. SEATS has a strong technical and community awareness and understands that we all have a role to play to address network risks.

Investment in the Action Plan

The long term strategic approach to reforming the Pacific Highway has seen remarkable benefits, there is a strong feeling that now is the time for a similar approach to be taken in regard to the Princes Highway. A statement to this effect from all levels of Government would frame all investment and provide the community with the certainty it requires.

Cr Marianne. Pelz

Chair SEATS

Sue Whelan. OAM

Executive Officer SEATS

APPENDIX

The following are the projects SEATS advocates to ensure the upgrading of the Princes Highway, as well as key escarpment crossings from Wollongong to Baw Baw :

Princes Highway- South Connection & Mount Ousley

Princes Highway - whole route

- Recognise the Princes Highway as a road of strategic importance to Australia

- Princes Highway - Yallah to Nowra

- Princes Highway - Nowra to Bega

- Ulladulla By-pass

- Replace Narooma and Brogo bridges

- Widen narrow bridges (eg Mogo, Alsops)

Princes Highway- Batemans Bay to Mogo duplication

- South Batemans Bay Link Road connection

- Cullendulla heavy vehicle Coupling/Decoupling & rest area

Princes Highway – Eden to Cann River

- Mt Drummer – Road safety Improvements

- Heavy vehicle bypass to Eden Port

- Upgrades to Freight Rest Area

Princes Highway Cann River to Sale

- Bairnsdale Heavy Vehicle Bypass

Princes Highway – Sale to Traralgon

- Duplication

- Sale Alternative Heavy Vehicle Route

To improve connectivity and road safety within the region SEATS also advocates for the following road infrastructure projects:

Picton Road – continued safety upgrades

Albion Park Bypass (Tripoli Way extension)

Kings Highway Batemans Bay to Braidwood

MR92 Freight Transport route from Nerriga to Hume Highway

Illawarra Highway Upgrade

Heavy vehicle by-pass to Eden Port

Imlay Road

Snowy Mountains Highway (Brown Mountain)

Traralgon Bypass

Leongatha Heavy Vehicle Alternative Route – Bair Street Streetscape component

South Gippsland Highway, upgrade through Korumburra CBD

South West Gippsland Transport Strategy

Wonthaggi North East Precinct Key Infrastructure

South Gippsland Highway – Coal Creek Bends Korumburra

Bass Highway, Anderson to Leongatha upgrade

Phillip Island Road Upgrade

Wonthaggi Alternative Heavy Vehicle route

Road Infrastructure is extremely important to the SEATS region as that is our main source of transportation however there are other Infrastructure that is of vital significance to the SEATS communities. These are;

Airports:

Canberra Airport

Moruya Regional Airport

Illawarra Regional Airport

Merimbula Airport

Rail Projects

Maldon –Dombarton Rail Link

Extended rail loops – Illawarra

Future proofing Rail Access from Gippsland including Freight Rail services

Intermodal Projects

Decision re Location on Hume Highway South

Gippsland Intermodal Terminal and Logistics Precinct.

Sea Ports

Port Kembla Expansion

Eden Port

Port of Hastings

This paper outlines SEATS requests and does not purport to be a definitive document. These issues have been prepared using information developed over a period of time provided by SEATS members who represent Councils across NSW and Victoria as well as consultation with Industry members.

For further information please see the SEATS Website; www.seats.org.au

Cr Marianne Pelz

SEATS Chair

Sue Whelan OAM

Executive Officer SEATS