Strategic Transport Network for South-eastern Australia

Supporting our Economic Future

2016
The SEATS Region embraces south-eastern NSW, eastern Victoria and the Australian Capital Territory, and is bounded by the Hume Highway between Sydney and Melbourne and the coastal strip between Wollongong and Dandenong.
Contents

Executive Summary and Proposed Infrastructure ................................................................. 4
1 Introduction .......................................................................................................................... 7
2 Network Objectives ............................................................................................................ 8
3 SEATS Guiding Principles ............................................................................................... 9
4 SEATS Strategic Transport Network ................................................................................ 10
  4.1 The Seats Region ......................................................................................................... 10
  4.2 Existing Regional network ......................................................................................... 10
  4.3 Identifying what’s needed ......................................................................................... 11
  4.4 SEATS project template ........................................................................................... 14
  4.5 First and Last Mile projects ....................................................................................... 14
  4.6 Flow of Goods ............................................................................................................ 15
5 Economic Assets and Drivers ........................................................................................... 16
  5.1 Economic Assets ......................................................................................................... 17
  5.1.1 Intermodals ............................................................................................................. 18
  5.1.2 Capital Cities .......................................................................................................... 19
  5.2 Economic Drivers ........................................................................................................ 19
  5.2.1 Resident Population ............................................................................................... 19
  5.2.2 Employment Lands ............................................................................................... 20
  5.3 Regional Economic Strengths ..................................................................................... 20
  5.3.1 Industry and Commercial Stakeholders ................................................................. 22
6 Social Drivers .................................................................................................................... 24
  6.1 Improved Access to Services ....................................................................................... 24
  6.2 Improved Employment ............................................................................................... 24
  6.3 Improved Safety on the Road Network ....................................................................... 24
  6.4 Improved Social Inclusion and Ageing Population ...................................................... 25
  6.5 Better Access to Seaports, Airports and Cities ............................................................. 25
7 Strategic Context .............................................................................................................. 26
8 Conclusions ..................................................................................................................... 27
9 APPENDICES .................................................................................................................. 28
  9.1 Existing Strategic Network ......................................................................................... 28
  9.2 Categories of Roads in the SEATS Network ............................................................... 30
  9.2.1 Categories of Roads in SEATS Strategic Network (NSW) ................................... 30
  9.2.2 Categories of Roads in SEATS Strategic Network (VIC) ................................... 33
  9.3 Description of SEATS projects .................................................................................. 35
  9.4 Priority Projects Template ......................................................................................... 50
  9.5 Selected Traffic Data .................................................................................................. 51
  9.6 Strategic Context ........................................................................................................ 57
  9.6.1 Federal Policies and Strategies ............................................................................. 57
  9.6.2 State Policies and Strategies ................................................................................ 57
  9.6.3 Local Policies and Strategies ............................................................................... 60
  9.6.4 Industry Policy and Strategies ............................................................................. 62
  9.7 List of SEATS Members ............................................................................................ 63
  9.8 Acknowledgements .................................................................................................... 64
10 References ....................................................................................................................... 65

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Executive Summary

Targeted investment in particular transport and infrastructure projects across south-eastern Australia, here referred to as ‘the SEATS region’, will significantly improve the efficiency of the transport network across the region and beyond. This fast growing region is driven by its economic activity. These infrastructure projects would boost the region’s economic competitiveness, stimulate investment, improve employment prospects and enhance its ‘liveability’.

Purpose of this document

This document, SEATS’ Strategic Transport Network:
- defines SEATS region’s existing transport network
- identifies where additional infrastructure is needed
- provides a strategic context for these projects.

It is an invaluable resource to:
- assist SEATS’ members prepare submissions for transport infrastructure funding
- provide political parties, politicians and government agencies with a logical and considered strategy for future investment in transport infrastructure in this region.

Background

Inadequate transport infrastructure and limited road, rail, sea and air transport are impeding the economic development of the SEATS region, one of the fastest growing regions in Australia.

It embraces south-eastern NSW, eastern Victoria and the Australian Capital Territory (see Map 1 on p. 2) and is bounded by the Hume Highway between Sydney and Melbourne and the coastal strip between Wollongong and Dandenong.

The need for additional infrastructure has been identified collectively by the region’s local government authorities, regional development organisations, state government agencies, and industry bodies. Through the SEATS organisation (South-East Australia Transport Strategy), these diverse organisations have collectively taken a holistic approach to the region’s transport network.

This strategic document identifies what infrastructure exists now and what is needed in the future to improve transport and access to Gippsland, Western Port, the Snowy Mountains, Yass Valley, the Goulburn and Crookwell areas, the Illawarra-Shoalhaven region, the south coast of New South Wales and the Australian Capital Territory. These include regional transport hubs and associated developments.
SEATS’ strategy

SEATS’ strategy advocates targeted investment by all levels of government in particular transport and infrastructure projects in SEATS Region together with smarter planning. It seeks to ensure that all levels of government cooperate to provide for employment growth, sustainability and the economic and social viability of this region. These projects go beyond the boundaries of individual local councils and benefit the entire region and beyond. They:

- Improve access to ports (sea and air) and key locations of economic activity, cutting the cost of doing business in the region
- Ensure transport networks are sustainable and meet existing and future needs while minimising environmental impact
- Improve people’s access to jobs, education, recreation and health services
- Ensure investment decisions about regional transport infrastructure are well informed and fully integrated with overall transport planning, evaluation and assessment.

Proposed additional infrastructure

SEATS members have identified the following projects as being of vital importance to south-eastern Australia. They are not listed in any order of priority.

Priority Projects

These priority projects have broad regional, interstate and international significance. They contribute significantly to the region’s economic and social drivers including more efficient freight movement which contributes to interstate and international trade.

Road Projects

- Princes Freeway Interchange, Longwarry at Sand Road (Work in progress)
- Princes Highway Duplication from Traralgon to Sale (some sections completed and further work in progress)
- Princes Highway, Traralgon Bypass planning
- Princes Highway East, upgrades to NSW border (Road safety treatments)
- Princes Highway, Freight Rest Area and Roundabout in Cann River
- Leongatha Heavy Vehicle Alternative Route (Route identified)
- Strzelecki Highway upgrades
- South Gippsland Highway, Black Spur realignment
- South Gippsland Highway, upgrade through Korumburra CBD
- Bass Highway, intersection with Korumburra-Wonthaggi Road
- Bass Highway, Anderson to Leongatha upgrade
- Philip Island Road Upgrade
- Wonthaggi Alternative Heavy Vehicle route
- Sale Alternative Heavy Vehicle Route
- Bairnsdale Heavy Vehicle Bypass
- Princes Highway South Connection, Highway extension
- Princes Highway B-double Access, Eurobodalla Shire, Bridge Structure and Road alignment upgrades
- Princes Highway, Yallah to Nowra (five projects)
- Princes Highway, Burrill Lake entrance Bridge Replacement (work in progress)
- Princes Highway, Batemans Bay to Mogo (five projects)
- Princes Highway, Narooma Bridge new structure to provide for B-double access
- Princes Highway, Upgrade at Termeil Creek (Work in progress)
- Princes Highway, Dignams Creek
- Picton Road safety improvements
- Albion Park Bypass (Tripoli Way extension)
- South Nowra Heavy Vehicle Freight Corridor – Flinders Road
- Kings Highway, Batemans Bay to Braidwood (12 projects)
- MR 92 beyond Nerriga
- MR 92 Nerriga to Braidwood sealing
- Gocup Road

Intermodal Projects
- Gippsland Logistics Precinct and adjacent Gippsland Intermodal Freight Terminal (GIFT—initial funding provided) at Morwell
- Canberra Airport – international connections

Rail Projects
- Future Proofing Rail Access from Gippsland (five projects)

Airport Projects
- Moruya Regional Airport redevelopment
- Illawarra Regional Airport development

Seaport Projects
- Port Kembla Expansion
- Port of Hasting Development and Access
1 Introduction

The SEATS Region is one of the fastest growing regions in Australia. Efficient transport infrastructure is fundamental to optimising its economic development and social outcomes.

Its network of road, rail, seaports, airports and intermodal facilities should be able to move freight, people and commodities efficiently and connect with the transport network and markets beyond. Regional freight requirements and logistics change over time and the transport network also needs to be able to adapt to these changes to maximise productivity.

SEATS members have developed a strategy to do this based on a holistic approach to the transport network across the entire region. They pride themselves on providing a non party political and non parochial forum to promote transport improvements and solutions within our region to all levels of Government.

SEATS members urge all levels of government to base future transport infrastructure planning decisions on an understanding of the entire network. Such an approach will maximise the economic and social connectivity of the entire transport network.

Planning such projects must take into account existing government and industry policies and strategies. This document provides a context for these projects to meet the requirements of Federal and State funding agencies, particularly the regional benefit requirements of Infrastructure Australia.
2 Network Objectives

SEATS’ Strategic Transport Network aims to:

- Boost regional economic productivity through improving connectivity to suppliers, markets and export intermodals (sea and air ports) by 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 and meet existing and future needs while minimising the environmental impact of land take, greenhouse gas and noise emissions.

- Enhance ‘liveability’ and safety by improving people’s access to places of work, education, recreation and public health services with a safer and more user friendly transport network.

- Improve governance by ensuring future decisions on investing in regional transport infrastructure are well informed with improved integration of transport planning, evaluation and assessment.

*Elements in the existing Transport Network. Photos courtesy VicRoads, SEATS*
SEATS developed the following principles for the planning of the future freight transport network. SEATS recommends that all levels of government should consider these principles when planning freight transport infrastructure.

1. Promote economic and employment opportunities through a regionally based approach to transport needs.

2. Integrate freight network plans and land use planning.

3. Maintain and improve existing and future business productivity, efficiency and viability in the safest way possible.

4. Strategic planning is network based which then informs freight corridors and priority infrastructure projects.

5. The transport strategy integrates all transport modes – rail, road, seaports and airports; including suitable intermodal facilities.

6. Strategic priorities are based on area wide needs, and economic outcomes.

7. Freight network planning recognises environmental and climate change impacts.

8. Planning for freight infrastructure is carried out on a short, medium and long term basis as required by economic, industry and community drivers.

9. Longer term plans of overall transport requirements must result in setting aside suitable transport corridors at the earliest possible time.

10. Network strategic planning recognises Federal, State, local and Industry policies and strategies.

11. Network strategic planning recognises cross border issues and influences from outside of the SEATS region that impact on the region.

12. General, local and tourism traffic, together with behavioural issues, are considered in freight planning in order to provide a safe outcome for all users.

13. Projects and priorities are supported and promoted by SEATS members.
4 SEATS Strategic Network

SEATS’ Strategic Transport Network for South-east Australia considers existing transport facilities, economic development in the region and planned growth. It is regularly reviewed by SEATS members.

4.1 The SEATS Region

The SEATS region is bounded by the Hume Highway corridor between Sydney and Melbourne and the coastal strip between Western Port Bay and Wollongong. It covers south-eastern NSW, eastern Victoria and the Australian Capital Territory and includes 23 Local Government areas. (See Map 1, p.2)

The Hume/Federal Highway corridor, bordering the SEATS region, connects both State capitals with Canberra. It is Australia’s highest standard inter-capital road link. The main southern railway connects Sydney and Melbourne with a spur line into Canberra. These are Australia’s major freight corridors. Rail and road freight between Melbourne and Brisbane also uses this corridor as does road freight between Sydney and Adelaide/Perth.

Sea ports at Port Botany, Port Kembla, Eden, Westernport (Port of Hastings) and Melbourne are also key to the SEATS region as are export air intermodals at Mascot, Canberra and Tullamarine as well as RPT airports at Moruya and Merimbula.

4.2 Existing Regional network

The existing regional transport network in south-eastern Australia underpins the economic welfare of the SEATS Region. The road and rail network has developed for the flow of goods, people and information between local communities within the region and between these communities and the capital cities. The network also incorporates seaports and airports.

See Appendix 9.1 Existing Network.

This document also recognises the importance of maintaining strong connections with major regional economic nodes outside SEATS Region including with Geelong, the Western District and Calder Corridor in Victoria, and NSW’s Riverina and Central West.

In the early 1990s, the Council of Australian Governments (COAG) signed off on road categories in Australia. These are:

- State Roads – responsibility of State Government.
- Local Roads – responsibility of Local Government with support from Federal and State programs.

NSW has an additional ‘Regional Roads’ category. These are classified roads maintained by local Councils but supported by annual grant funding from the State Government. In Victoria, the system is similar with Freeways and Arterial Roads under the National Nation Building Network being funded by both Federal and State Governments. Other freeways and arterials are funded by the State Government while
Municipal Roads are funded by Local Government with assistance from Federal and State Government grants.

Some roads or tracks within State Government managed lands may also impact on SEATS Strategic Network. These include those within State Forests, National Parks, and the Department of Environment Land Water and Planning (DELWP), Parks Victoria etc. This is particularly relevant for transport networks associated with the logging industry.

Parts of some roads in SEATS Region have different classifications, such as the Princes Highway. The M1 from Sydney to Port Kembla and from Sale to Melbourne is part of the National Road route. The rest of the Princes Highway from Port Kembla to Sale is part of the respective State Networks.

*Tables in Appendix 9.2 show the status of the roads in the SEATS Strategic Network.*

### 4.3 Identifying what’s needed

Having defined the existing network, SEATS members then identified areas where additional infrastructure is needed to improve transport connectivity, according to the following criteria:

- A link to an intermodal transfer site e.g. rail/road corridor
- A link that improves transport efficiency for local business
A route that would improve access to domestic and international markets within and external to the transport network

A link to provide safer and more reliable transport across the region.

The existing network together with the additional infrastructure needed forms SEATS Strategic Transport Network. This links the network within South-east Australia with external routes and assets that underpin the region’s economic and social development.

SEATS strongly recommends that appropriate land use planning be implemented at the earliest opportunity to set aside corridors, where necessary, for future transport infrastructure.

**SEATS Projects**

**Priority Projects**

Priority projects are of a broad regional, interstate and international significance. These projects significantly contribute to economic and social drivers of the region including the movement of freight that contributes to international and interstate trade.

**Road Projects**

- Princes Freeway Interchange, Longwarry at Sand Road (Work in progress)
- Princes Highway Duplication from Traralgon to Sale (some sections completed and further work in progress)
- Princes Highway, Traralgon Bypass planning
- Princes Highway East, upgrades to NSW border (Road safety treatments)
- Princes Highway, Freight Rest Area and Roundabout in Cann River
- Leongatha Heavy Vehicle Alternative Route (Route identified)
- Strzelecki Highway upgrades
- South Gippsland Highway, Black Spur realignment
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- Bass Highway, Anderson to Leongatha upgrade
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- Wonthaggi Alternative Heavy Vehicle route
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- Princes Highway, Narooma Bridge new structure to provide for B-double access
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- Princes Highway, Dignams Creek
- Picton Road safety improvements
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• Kings Highway, Batemans Bay to Braidwood (12 projects)
• MR 92 beyond Nerriga
• MR 92 Nerriga to Braidwood sealing
• Gocup Road

Intermodal Projects
• Gippsland Logistics Precinct and adjacent Gippsland Intermodal Freight Terminal (GIFT - initial funding provided) at Morwell
• Canberra Airport – international connections

Rail Projects
• Future Proofing Rail Access from Gippsland (5 projects)

Airport Projects
• Moruya Regional Airport redevelopment
• Illawarra Regional Airport development

Seaport Projects
• Port Kembla Expansion
• Port of Hasting Development and Access

Encouraged Projects

Encouraged projects are those of local regional significance and generally provide and contribute to economic and social drivers including freight access for the local regional area and surrounds.

Road Projects
• Drouin Southern Bypass
• Tyers Road, replacement of Bridge (funded)
• Princes Highway, Milton Ulladulla Bypass
• Princes Highway, Link Road Batemans Bay
• Polo Flat Road, Cooma (heavy vehicle route) road realignment and upgrade
• Imlay Street, Princes Highway to Eden Port

Rail Projects
• Very Fast Train project (study completed)

Seaport Projects
• Barry Beach Esso Port Anthony Accessibility

Supported Projects

Supported projects are local in nature providing local access but are still of economic and social importance including moving freight at a local level.

• Rivulet Crescent extension, Albion Park Rail (last mile project)
• Delegate Road (MR 92), Church Creek Bridge replacement
• Delegate Road (MR 93), Delegate to the Border realignment and sealing
- Parsonage Creek Bridge upgrade, west of Bombala (Dongwha Timber Mill)
- Bibbenluke to Cathcart Road upgrade (MR 563)
- Delegate Road (MR93), Delegate River bridge replacement
- Jerangle Road upgrade and sealing, Bredbo to Captains Flat
- Bobeyan Road upgrade, Cooma-Monaro Shire
- Springfield Road, Monaro Highway to Snowy River Way, upgrade and sealing
- Cooma Braidwood Road, upgrade and sealing
- Design & Construct Six Mile Bridge, Mt Darragh
- Leongatha Revitalisation Project
- Foster Streetscape
- Bena over rail bridge replacement
- Station Street, Korumburra
- North Poowong Road upgrading
- Powneys Road floodproofing, Tarwin Lower
- Stewarts Road, Kernot, Bass River bridge replacement

Appendices 9.3.1 and 9.3.2 describe SEATS Priority and Encouraged Projects

4.4 SEATS project template

All SEATS priority projects will be substantiated using SEATS’ project template. This was developed by SEATS as a direct result of comments made by Sir Roderick Eddington in his report to the Federal Government on submissions to Infrastructure Australia in early 2009.

SEATS aims to ensure local government areas within SEATS Region agree on a united region-based approach to other levels of government. This will ensure that only projects based on sustainable business cases and with wide-based support are presented for consideration in future Federal Government funding programs.

The cooperation of all SEATS members in reaching this position is acknowledged and appreciated.

Appendix 9.4 sets out the project template requirements.

4.5 First and Last Mile projects

While this report identifies the region’s core transport network, SEATS also recognises the critical importance of upgrading ‘first and last mile’ linkages to and from the network. This requires specific planning by government and industry.

All levels of government and industry need to collectively consider ‘first and last mile’ issues at the planning stage and fund any necessary projects accordingly. Last mile issues should have a much higher profile at this planning stage.

This need is particularly relevant to local government when considering economic development projects, particularly significant freight generators. Councils should weigh up the balance between job generation and their impact on local infrastructure. First and last mile projects could include upgrading of bridges, intersections and relatively short lengths of local roads, including road pavement widening and strengthening.

Funding contributions for local and regional infrastructure can then be sought as part of the approval process as ‘Conditions of Consent’ for developments. This would then minimise the future impact on Local Government funding.
4.6 Flow of Goods

The highway and rail network within SEATS Region follows the flow of goods, people and information between local communities and the three capital cities, the recognition of the need to connect to regions outside the SEATS area is identified. It is particularly important to recognise the need for connections between the SEATS region and major economic nodes, including Geelong, Western District, the Calder Corridor in Victoria and the Riverina and Central West Regions of NSW.

In recognising the importance of maintaining strong external connections between these major regional destinations, the need to recognise those connections between centres, towns and villages within the SEATS region must not be overlooked.
5 Regional Economic Assets and Drivers

The SEATS Region’s economic assets enable business and transport freight within and outside the region. They are its:
- existing transport infrastructure - roads, rail, seaports and airports
- cities
- major regional centres and major towns.

The region’s economic drivers are catalysts that generate economic activity. They are its:
- resident population
- employment lands
- economic strengths, industry and commercial stakeholders.

Economic assets and drivers within SEATS Region can be categorised and examined within distinct economic regions. These regions are defined by synergies of natural, built and cultural environments and government infrastructure initiatives.

Those economic regions within NSW are the Illawarra-Shalhaven, Southern Tablelands/Monaro, Southern Highlands and South Coast. Those within Victoria are East Gippsland, Central Gippsland, South Gippsland and West Gippsland.

MAP 3: Economic Regions
5.1 Regional Economic Assets

Existing roads, rail, seaports and airports enable economic activity within these distinct regions.

<table>
<thead>
<tr>
<th>Region</th>
<th>Highways</th>
<th>Rail</th>
<th>Seaport</th>
<th>Airport</th>
</tr>
</thead>
<tbody>
<tr>
<td>Illawarra - Shoalhaven</td>
<td>Princes Hwy-M1/A1 Illawarra Hwy MR92</td>
<td>Regional centres Wollongong</td>
<td>Port Kembla</td>
<td>HMAS Albatross Illawarra Regional Airport</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(Port Kembla)</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Albion Park Bomaderry</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southern Highlands</td>
<td>Hume Hwy MR 92 beyond Nerriga</td>
<td>Regional centres Picton Mittagong</td>
<td></td>
<td>Cooma Canberra Goulburn</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Moss Vale</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southern Tablelands/Monaro</td>
<td>Monaro Hwy Kings Hwy Federal Hwy Barton Hwy</td>
<td>Yass (vicinity) Queanbeyan</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Canberra Goulburn</td>
<td></td>
<td></td>
</tr>
<tr>
<td>South Coast</td>
<td>Princes Hwy Kings Hwy Snowy Mountains Hwy</td>
<td>Regional Centre Lakes Entrance</td>
<td></td>
<td>Moruya Merimbula</td>
</tr>
<tr>
<td>East Gippsland</td>
<td>Princes Hwy Great Alpine Road Monaro Hwy</td>
<td>Regional Centre Bairnsdale</td>
<td>Lakes Entrance</td>
<td>Bairnsdale Lakes Entrance</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Orbost (Marlo) Mallaclota</td>
</tr>
<tr>
<td>Central Gippsland</td>
<td>Princes Hwy South Gippsland Hwy</td>
<td>Regional Centre Moe Morwell Traralgon</td>
<td>Port Albert</td>
<td>East Sale (RAAF) West Sale</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sale</td>
<td></td>
<td>Traralgon</td>
</tr>
<tr>
<td>South Gippsland</td>
<td>South Gippsland Hwy Bass Hwy Strzelecki Hwy</td>
<td></td>
<td></td>
<td>Port Welshpool Barry Beach / Port Anthony</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Leongatha</td>
</tr>
<tr>
<td>West Gippsland</td>
<td>Princes Hwy Monash Fwy</td>
<td>Regional Centre Pakenham</td>
<td></td>
<td>Port of Hastings</td>
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<td></td>
<td></td>
<td>Drouin</td>
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<td></td>
<td>Warragul</td>
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<td></td>
<td></td>
<td>Trafalgar</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Yarragon</td>
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</tbody>
</table>

Most domestic freight movements in SEATS Region share the two major highways with tourist and general traffic. The Hume and Princes corridors link all regional centres with Melbourne and Sydney. The South Gippsland and Monaro Highways provide internal links to these corridors with the latter also linking to Canberra.

Commuter rail services link most regional centres with the notable exception of South Gippsland in Victoria and the far south coast of NSW. Regional rail is owned and operated by State Governments in NSW and Victoria. In Victoria metro services have been privatised. Rail freight is mostly limited to heavy bulky loads, namely agricultural, mining and forest products.
The region’s seaports provide a diverse range of economic activities. Port Kembla is one of Australia’s most successful trading ports and exports coal, steel products and grain to Asia, Europe and the Americas.

The Port of Eden is NSW’s most southern port. It is home to a large fishing fleet and services Royal Australian Navy ships. It exports woodchips and softwood logs from south-eastern Australia to Asia, and hosts an increasing number of passenger ships. It also imports machinery and equipment for the oil and gas industry serviced from Eden.

Lakes Entrance is a major Victorian fishing port. Bass Strait oil and gas operations are serviced from Barry Beach Marine Terminal near Port Welshpool. Port Welshpool’s roll on/roll off facility handles livestock transport between Tasmania, King and Flinders Islands and the mainland.

Most regional airfields are small operations that provide essential emergency services across the Region. However, Merimbula and Moruya Airports are the exceptions; regular passenger flights connect Merimbula with Melbourne, Sydney and Moruya, and Moruya with Sydney.

HMAS Albatross at Nowra and the RAAF East Sale are important training and Defence bases. Adjacent to HMAS Albatross is a cluster of international aircraft maintenance and training consortia based on rotary wing operations.

West Sale Aerodrome is home to several aeronautical enterprises and provides private air services for ESSO to Bass Strait rigs. In Central Gippsland (close to Traralgon) the Latrobe Valley aeronautical precinct Indian company Mahindra designs and manufactures compact aircraft for agricultural purposes and small passenger numbers.

### 5.1.1 Intermodals

Intermodals are supporting economic assets. These terminals provide transfer facilities that move goods from one freight mode to another. SEATS Region has three regionally significant intermodals all of which provide connectivity between road and rail haulage.
5.1.2 Capital Cities

The capital cities of Sydney, Canberra and Melbourne provide the major domestic markets for SEATS Region and provide road, rail, and sea and air access for freight to national and international destinations.

They also generate economic activity for tourists and residents.

5.2 Regional Economic Drivers

Economic drivers in SEATS region include its:

- resident population
- employment lands
- distinctive industries
- major industry and commercial stakeholders

5.2.1 Resident Population

Each region contains one or more regional centres. These centres are the economic hubs of the sub-region and generate employment through retail and commercial activity and the provision of services such as health and education.

These hubs stretch from the outer reaches of Sydney in the north to Dandenong on the fringes of Melbourne in the south. They range inland to the west and incorporate lands surrounding Canberra.

The capital cities of Sydney, Canberra and Melbourne provide the major domestic markets for the SEATS Region. They also provide road, rail, sea and air access for freight to national and international destinations.

Australia’s resident population in 2016 is an estimated 24.03m. Approximately 40% of the economic activity associated with the population occurs within and around the SEATS region, with Greater Sydney’s population an estimated 4.92m, Greater Melbourne’s 4.53m and the ACT 0.39m.

**NSW Economic Hubs**

<table>
<thead>
<tr>
<th>Town</th>
<th>Region</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wollongong</td>
<td>Illawarra - Shoalhaven</td>
<td>292,200</td>
</tr>
<tr>
<td>Queanbeyan</td>
<td>Southern Tablelands</td>
<td>41,900</td>
</tr>
</tbody>
</table>
Victoria Economic Hubs

<table>
<thead>
<tr>
<th>Town</th>
<th>Region</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bairnsdale</td>
<td>East Gippsland</td>
<td>13,200</td>
</tr>
<tr>
<td>Sale</td>
<td>Central Gippsland</td>
<td>14,700</td>
</tr>
<tr>
<td>Traralgon, Morwell &amp; Moe</td>
<td>Central Gippsland</td>
<td>54,000</td>
</tr>
<tr>
<td>Leongatha</td>
<td>South Gippsland</td>
<td>5,800</td>
</tr>
<tr>
<td>Wonthaggi</td>
<td>South Gippsland</td>
<td>9,300</td>
</tr>
<tr>
<td>Warragul</td>
<td>West Gippsland</td>
<td>14,600</td>
</tr>
<tr>
<td>Drouin</td>
<td>West Gippsland</td>
<td>9,800</td>
</tr>
<tr>
<td>Pakenham</td>
<td>Outer Metro</td>
<td>34,000</td>
</tr>
<tr>
<td>Dandenong</td>
<td>Outer Metro</td>
<td>34,000 (town central)</td>
</tr>
</tbody>
</table>

*Population figures are approximations. Figures are based on ABS 2014 data and updates gained from Shire sources. They provide a benchmark for use within the context of this document.*

5.2.2 Employment Lands

Employment lands are those areas identified by government for future industrial and commercial development. They are major factors in creating demand for improved and additional transport infrastructure. These areas are widely distributed across the SEATS Region.

Significant areas of employment lands have been identified in:

**New South Wales**
- Nowra
- Berrima/Moss Vale
- Goulburn
- Dapto/Kembla Grange
- Queanbeyan
- Tumut
- Yass
- Crookwell
- Wollongong/Port Kembla
- Shellharbour/Albion Park Rail/Warilla

**Victoria**
- Traralgon/Morwell/Moe
- Cranbourne/Pakenham
- Longwarry
- Korumburra
- Wonthaggi
- Cardinia
- Dandenong
- Bairnsdale

5.3 Regional Economic Strengths

The particular natural, built and social characteristic of each region have enabled development of distinctive industry strengths. These economic drivers are captured in the following table:

<table>
<thead>
<tr>
<th>Region</th>
<th>Description</th>
<th>Economic Strengths</th>
</tr>
</thead>
<tbody>
<tr>
<td>Illawarra - Shoalhaven</td>
<td>Highly developed.</td>
<td>Employment lands</td>
</tr>
<tr>
<td></td>
<td>Coast and undulating hinterland</td>
<td>Manufacturing base</td>
</tr>
<tr>
<td></td>
<td>Warm temperate climate</td>
<td>Mineral reserves</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Defence bases</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Port Kembla</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Education</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Tourism</td>
</tr>
</tbody>
</table>
# MAP 4: Employment Lands

<table>
<thead>
<tr>
<th>Region</th>
<th>Description</th>
<th>Economic Strengths</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Gippsland</td>
<td>Highly developed. Flat land.</td>
<td>Power generation. Large coal reserves.</td>
</tr>
</tbody>
</table>
Cool/m moderate climate

South Gippsland
Cluster of small settlements
Undulating arable land
Coastal access
High rainfall
Cool temperate climate
World Heritage Area

Employment lands
Food processing
Manufacturing
Skilled engineering
Dairying
Dairy Commodities
Horticulture
Tourism

West Gippsland
Significant growth population area
Arable flat land
Temperate climate, reliable rainfall

Employment lands
Manufacturing
Skilled engineering
Food processing
Horticulture
Dairying

### 5.3.1 Industry and Commercial Stakeholders

The SEATS region accommodates many retail, commercial and industrial stakeholders. The following table presents a modest selection of non retail regional champions. It depicts the magnitude, variety and individuality of economic activity across and within the regions.

<table>
<thead>
<tr>
<th>Industry Sector</th>
<th>Region</th>
<th>Commercial Stakeholders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mining and Energy</td>
<td>Illawarra - Shoalhaven</td>
<td>Blue Scope Steel</td>
</tr>
<tr>
<td></td>
<td></td>
<td>BHP Billiton</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Tahmoor</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Peabody</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Wollongong Coal</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Xstrata</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Centennial</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South 32</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Esso</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Eastern Mining</td>
</tr>
<tr>
<td></td>
<td></td>
<td>AGL Energy</td>
</tr>
<tr>
<td></td>
<td></td>
<td>GDF SUEZ</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Energy Brix</td>
</tr>
<tr>
<td>Forestry and forestry</td>
<td>Southern Highlands</td>
<td>Visy</td>
</tr>
<tr>
<td>products</td>
<td></td>
<td>South East Fibres</td>
</tr>
<tr>
<td></td>
<td>Southern Tablelands</td>
<td>Australian Paper</td>
</tr>
<tr>
<td></td>
<td>South Coast</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Central Gippsland</td>
<td></td>
</tr>
<tr>
<td>Horticulture</td>
<td>South Coast</td>
<td>SPC Ardmona</td>
</tr>
<tr>
<td></td>
<td>Central Gippsland</td>
<td>Grain Corp Limited</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bonaccord</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Vegco</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Covino farms</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Flavourite</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Armour’s Apples</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Select</td>
</tr>
<tr>
<td>Livestock Sheep/beef</td>
<td>Illawarra-Shoalhaven</td>
<td>Argyle Meats</td>
</tr>
<tr>
<td></td>
<td>Southern Highlands</td>
<td>Milton Meats</td>
</tr>
<tr>
<td></td>
<td>Southern Tablelands</td>
<td>Monbeef</td>
</tr>
<tr>
<td></td>
<td>South Gippsland</td>
<td>Southern Meat</td>
</tr>
<tr>
<td></td>
<td>Outer metro</td>
<td>GBP Exports</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Castricum Brothers</td>
</tr>
<tr>
<td>Dairying</td>
<td>Illawarra-Shoalhaven</td>
<td>South Coast Milk</td>
</tr>
<tr>
<td></td>
<td>South Coast</td>
<td>Bega Cheese</td>
</tr>
<tr>
<td></td>
<td>South Tablelands</td>
<td>Tilba Real Milk</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Jalna</td>
</tr>
</tbody>
</table>
Tourism is a key economic force within the SEATS Region. It is difficult to compare with other economic drivers due to its nebulous nature and the myriad of small family companies involved. This service industry must be included for two reasons:
1. It is the largest contributor to local economies outside the employment lands
2. Tourist traffic has a major effect on transport network safety and efficiency

Numerous private and public resorts, cottages, caravan parks and camping grounds dominate the coast line from Wollongong to Philip Island.

Alpine and ski resorts are located at Thredbo and Perisher, Hotham and Mt. Baw Baw
6 Social Drivers

6.1 Improved access to Services

The settlement pattern throughout much of south-eastern Australia is of smaller village/hamlet style communities which interact with regional centres and cities to access health, education sport and recreational facilities, government agencies and business services.

Consequently the transport network must be both safe and efficient to connect communities, provide access, and transfer goods and services to sustain economic growth and generate wealth and employment within the region.

Regional centres rely on major road and public transport connections to capital cities. This is particularly important to maintain strong regional economies which can take an increased share of future population growth.

6.2 Improved access to Employment

Access to employment is essential for the growth and sustainability of communities within SEATS Region. The growth of regional communities within the region will promote investment in industries creating new jobs for the future. The transport network provides opportunities to accommodate improved access to work places and in so doing needs to recognise the lack of adequate public transport services within the region.

6.3 Improved safety on the road network

A road network must be both efficient and safe, and the engineering environment must adequately guide and regulate traffic and provide room for ‘forgiveness’.

SEATS Region has a high incidence of fatal accidents and severe injuries from run-off road crashes which highlights some deficiencies in the road network. This history supports the need for improving road safety by providing some room for ‘forgiveness’; this requires ongoing funding for improvements such as shoulder sealing, improved delineation, wire rope barrier and guardrail installation, and vegetation removal. Such investment would reduce road trauma and its associated social and economic costs to the community. Governments need to consider and value the health and wellbeing of all road users.

Design of the network’s roads needs to consider all users. The road network carries significant commuter traffic and, in many areas, significant numbers of heavy vehicles. It also acts as a significant tourism route with consequent seasonal increases in traffic that, at times, conflicts with other road users.

There are also road safety implications with an ageing population, especially when the ‘grey nomads’ caravan traffic is combined with general visitor traffic to the region. This traffic, mixed with an increase in the freight transport, means that unless the road network allows for more multi-lane

On the Gocup Road.
divided highway or overtaking lanes, town bypasses and rest areas, traffic will experience increasing delays and accidents.

The road network needs to grow and evolve as the needs of the community it supports grows and evolves, with safety a paramount objective. In supporting sustainable growth within local communities, it is essential that the road network provides an appropriate level of safety and efficiency for residents, businesses and industry to access services right along the corridor. 

*Appendix 9.5 provides selected crash data for parts of the Strategic Transport Network.*

### 6.4 Improved Social Inclusion and Ageing Population

The SEATS region is characterised by significant areas of social disadvantage with:

- incomes recognised as being below their state average
- an ageing population
- unemployment rates above their State average.

Low incomes, unemployment and an ageing population place extra demands on public transport and health services provided by all levels of government. Many residents have to travel outside their local area for special medical and hospital services. NSW south coast residents travel to Canberra, while those in the region’s western areas travel to Canberra or Wagga Wagga. East Gippsland residents travel to the Latrobe Valley, while West and South Gippsland residents travel to Melbourne.

Government has two choices if it is to avoid a decline in the health of rural residents:

1. Improve patient transport, hospital and specialist medical services in the region and/or
2. Improve the frequency of public transport services, within and outside the region.

The former is desirable but expensive and difficult to achieve. The latter has other benefits in removing vehicles from the road, encouraging tourism, and assisting young people and the unemployed to travel to work, training and education.

An ageing population will lead to people giving up driving, or only driving short distances around their immediate neighbourhood. This can be due to the increased cost of maintaining a car on a retirement income, or because they are physically less able. As more community, health, retail and education services are centralised in larger population centres, there is a real risk that people without a car will become more socially isolated.

The future design of the road network and of public transport must be complementary and mindful of such social equity challenges. The road network needs to:

- Be safe, comprehensive and inclusive of small communities with multiple lane roads and overtaking lanes
- Have roadside rest stops
- Interconnect with public transport services.

While public transport needs to:

- Be accessible and easy to use with disabled access buses, simple ticketing systems
- Be cheap and frequent to enable both inter-regional commuter travel, local travel and intra-regional travel for students to attend education and training.

The transport network also needs to be assessed for complementary servicing and competing needs.

### 6.5 Better access to seaports, airports and cities

Improving regional industries’ access to seaports, airports, intermodals and cities improves their viability by enabling them to compete more effectively in local and global markets. Access must provide for movement of freight, access to services, commuter access for employment, and seasonal tourism traffic.

Their main access to ports and cities is via the road network with rail in some cases.
7 Strategic Context

Project reports and submissions for infrastructure projects within SEATS Region should take into account existing government and industry policies and strategies and refer to any that are appropriate to support submissions.

SEATS recommended projects have regional, interstate or national significance and therefore generally align with Federal, State, local and industry strategies. It is essential that existing government and industry policies and strategies are understood and used as a basis for project development.

A requirement of SEATS’ project selection process is to identify and recognise these policies and strategies. This document includes an overview of the most relevant policies and strategies and should be researched and referred to when supporting project submissions. The list is not exhaustive and further research should be done when preparing submissions.

An overview of the most relevant federal, state and local policies and strategies is provided in Appendix 9.6
8 Conclusions

This document can be used as a basis for developing future transport infrastructure across south-eastern Australia.

It defines the current strategic transport network across SEATS Region and it targets areas where future infrastructure projects are needed. These projects will support and underpin the region’s economic development and social connectivity, and therefore maximise its potential.

It has been endorsed by SEATS members.

South-eastern Australia is one of Australia’s fastest growing regions. Governments at all levels need to work together to properly identify, plan and fund improved and effective transport infrastructure that will benefit employment growth and the economic and social viability of the whole region.

We need a planning approach to the transport network that covers ALL freight modes. Early planning needs to set aside freight corridors as soon as possible.

That is why SEATS has developed this strategic network document – to stimulate investment in transport infrastructure.

This document defines the existing transport network in SEATS Region, identifies where new projects are needed, and provides resource material that should form part of the strategic argument supporting those projects. All SEATS projects will be substantiated using the SEATS project template, as recommended by Infrastructure Australia.

SEATS’ local government members have agreed on a united region-based approach to other levels of government to ensure that only projects of merit and with sustainable business cases are presented for consideration in future funding programs.
9 Appendices

9.1 Existing Strategic Network

Existing significant freight infrastructure

Rail links
- Main Sydney to Melbourne rail corridor
- Bomaderry to Sydney rail corridor
- Bairnsdale to Melbourne rail corridor
- Moss Vale to Sydney rail corridor
- Canberra to Goulburn

Road links

(a) Freight Corridors
- Hume Highway (Sydney-Melbourne)
- Barton Highway
- Federal Highway
- Princes Highway including M1 Motorway
- Picton Road (Wollongong to Hume Highway)
- M1 Motorway/Masters Road/Springhill Road from Gwynneville to Port Kembla Port
- Illawarra Highway (Albion Park Rail to Hume Highway)
- Kangaroo Valley Road
- MR92 (Princes Highway at Nowra to Nerriga)
- Kings Highway
- Tumut to Hume Highway at South Gundagai (Gocup Road)
- Monaro Highway
- Snowy Mountains Highway (Bega to Hume Highway)
- Imlay Road (Forestry Road) (linking Eden Port to Bombala)
- Strzelecki Highway (Leongatha to Princes Highway)
- South Gippsland Highway (Dandenong to Sale)
- Bass Highway (Lang Lang to Leongatha)
- Healesville-Koo Wee Rup Road (Koo Wee Rup to Pakenham)
- Western Port Highway (Dandenong Hastings Road)
- Clyde – Five Ways Cranbourne Road

(b) Tourist Routes
- Moss Vale Road (Nowra North to Moss Vale)
- Brindabella Road (Tumut to Canberra)
- Kosciusko Road and The Alpine Way (Cooma to Thredbo)
- Great Alpine Road (Bairnsdale to Wangaratta via Victorian Alps)
- Phillip Island Road (Anderson to Cowes)
- Wilsons Promontory Road (Meeniyan/Foster to Wilsons Prom)
- Grand Ridge Road

Port links
- Port Kembla
- Eden
- Hastings
- Barry Point (Port Anthony)

**Intermodal Terminal links**
- Port Kembla (road, rail, sea)
- Moss Vale (road, rail / enterprise zone)
- Hume Highway Distribution Centres (Yass, Albury)
- Goulburn (road, rail)
- Tarago (road, rail - currently waste only)
- Eden (road, sea)
- Wagga Wagga (road, rail)
- Cootamundra (road, rail)
- Canberra Airport
- Bairnsdale (road, rail)
- Morwell (road, rail)
- Port Hastings (road, rail, sea)

**Air links – Where Regular Passenger Traffic (RPT) occurs**
- Canberra
- Merimbula
- Moruya

**Air links – Non RPT**
- Illawarra Regional Airport
- Nowra (HMAS Albatross - RAN)
- Cooma (Snowy Mountain Airports)
- Goulburn
- West Sale
- East Sale (RAAF)
- Traralgon (Latrobe)
- Bairnsdale

*Canberra Airport is a growing freight hub for south-eastern NSW. Photo courtesy Canberra Airport*
### 9.2 Categories of Roads in the SEATS Network

The following two tables 9.2.1 and 9.2.2 show the categories and funding responsibilities of roads in the SEATS Strategic Network.

#### 9.2.1 Categories of Roads in SEATS Strategic Network (NSW)

<table>
<thead>
<tr>
<th>Road Name</th>
<th>Section</th>
<th>Classification</th>
<th>NSW Category of Road</th>
<th>Primary Funding</th>
<th>Strategic Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>A36, A1 Princes Hwy; M1 Princes Motorway; Mt Ousley Road</td>
<td>Sydney to Wollongong</td>
<td>Freeway/Main Road and State Highway</td>
<td>National Network</td>
<td>Responsibility Federal</td>
<td>SEATS is advocating that this section of the State Network should be included in the National Network</td>
</tr>
<tr>
<td>M1 Princes Motorway; A1 Princes Hwy</td>
<td>Wollongong to Jervis Bay Road</td>
<td>State Highway</td>
<td>State Network</td>
<td>NSW Government</td>
<td></td>
</tr>
<tr>
<td>A1 Princes Hwy</td>
<td>Jervis Bay Road to Victorian border</td>
<td>State Highway</td>
<td>State Network</td>
<td>NSW Government</td>
<td>SEATS advocates that this should be included in the National Network</td>
</tr>
<tr>
<td>B23 Monaro Highway</td>
<td>Canberra to Victorian border</td>
<td>State Highway</td>
<td>State Network</td>
<td>NSW Government</td>
<td>SEATS advocates continuation of staged improvements</td>
</tr>
<tr>
<td>A48 Illawarra Highway</td>
<td>Albion Park to Hume Highway</td>
<td>State Highway</td>
<td>State Network</td>
<td>NSW Government</td>
<td></td>
</tr>
<tr>
<td>Road Name</td>
<td>Section</td>
<td>Classification</td>
<td>NSW Category of Road</td>
<td>Primary Funding</td>
<td>Strategic Comment</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>------------------------------</td>
<td>--------------------------</td>
<td>----------------------------</td>
<td>----------------------------</td>
<td>-----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>B52 Kings Highway</td>
<td>Princes Highway Batemans Bay to Queanbeyan</td>
<td>State Highway</td>
<td>State Network</td>
<td>NSW Government</td>
<td>SEATS advocates government funding</td>
</tr>
<tr>
<td>B65 Five Islands Road</td>
<td>Princes Motorway to Port of Port Kembla</td>
<td>Regional Road State Road</td>
<td>Regional Road NSW State Government</td>
<td>Local Government + NSW Government</td>
<td>SEATS advocates that this sector of Regional Road is a connector road to Port Kembla Port and should be included in the National Network</td>
</tr>
</tbody>
</table>
| MR92                          | • Nowra to Nerriga  
• Beyond Nerriga | • Regional Road  
• Regional Road Local Road | • State + Local Government  
• State + Local Government Local Government | • Funded by Federal, NSW and Local Government  
• State + Local Government Local Government | An economic analysis/route identification study has been completed to determine the long term priority route beyond Nerriga |
<p>| Gocup Road                    | Tumut to Hume Hwy at Gundagai | Regional Road            | State Government           | State Government            | SEATS advocates continuity of staged improvements                                   |
| B72 Snowy Mountains Highway    | Bega to Hume Highway (via)   | State Highway            | State Government           | State Government            |                                                                                   |</p>
<table>
<thead>
<tr>
<th>Road Name</th>
<th>Section</th>
<th>Classification</th>
<th>NSW Category of Road</th>
<th>Primary Funding</th>
<th>Strategic Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cooma &amp; Tumut)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B88 Picton Road</td>
<td>Princes Motorway to Hume Highway</td>
<td>State Road</td>
<td>State Government</td>
<td>State Government</td>
<td>SEATS advocates continuation of staged improvements</td>
</tr>
<tr>
<td>Brindabella Road (Tourist)</td>
<td>Tumut to Canberra</td>
<td>Local and State Lands</td>
<td>State and Local Government</td>
<td>Local Government with State Support</td>
<td>Low volume but potential to grow with tourist traffic and freight task</td>
</tr>
<tr>
<td>B73 Moss Vale Road</td>
<td>Bomaderry to Moss Vale</td>
<td>State Road</td>
<td>State Government</td>
<td>State Government</td>
<td>Load limit of 42.5 tonnes on historic Hampden Bridge at Kangaroo Valley. MR92 upgrade will provide freight task link between Nowra to Hume Highway</td>
</tr>
<tr>
<td>Imlay Road (Forestry Road)</td>
<td>Port Eden to Bombala</td>
<td>State Forest Road</td>
<td>State Government</td>
<td>State Government</td>
<td>Significant for timber haulage</td>
</tr>
<tr>
<td>A25 Barton Highway</td>
<td>Canberra to Yass</td>
<td>State Road + ACT</td>
<td>State Government + ACT</td>
<td>State Government + ACT</td>
<td>SEATS advocates continuation of staged improvements</td>
</tr>
<tr>
<td>A23 / M23 Federal Highway</td>
<td>Canberra to Goulburn</td>
<td>State Road + ACT</td>
<td>State Government + ACT</td>
<td>State Government + ACT</td>
<td></td>
</tr>
</tbody>
</table>
### 9.2.2 Categories of Roads in SEATS Strategic Network (VIC)

<p>| Road Name                          | Section                                      | Classification | Victoria Category of Road | Primary Funding | Strategic Comment                                                                                                                                 |
|------------------------------------|----------------------------------------------|                |                          |                |                                                                                                                                             |
| A1 Princes Highway East            | Border NSW to Sale                           | Arterial Road  | State Government “A” road | State Government | Main East Gippsland corridor – freeway and highway standard. Continue staged improvements                                                  |
| A1, M1 Princes Highway East        | Sale to Dandenong                            | Freeway Arterial Road | National Network “M” road, “A” road east of Traralgon | Federal Government with State Government | Continuation of staged improvements                                                                                                                                 |
| A440, M420 South Gippsland Highway | Dandenong to Leongatha to Yarram to Sale     | Arterial Road  | State Government “M” road Dandenong to Lang Lang, “A” road to Sale | State Government | SEATS advocates continuation of staged improvements                                                                                              |
| B23 Monaro Highway                | NSW Border to Princes Highway at Cann River  | Arterial Road  | State Government “B” road | State Government | Strategic Link from Princes Highway to ACT + Hume Highway                                                                                   |
| A420, B460 Bass Highway           | Lang Lang to Leongatha                       | Arterial Road  | State Government “A” road west of Anderson, “B” road east of Anderson | State Government | SEATS advocates staged improvements Anderson to Leongatha                                                                                  |
| B500 Great Alpine Road (tourist route) | Bairnsdale to Wangaratta                   | Arterial Road  | State Government “B” road | State Government | SEATS advocates development as a significant tourist road                                                                              |</p>
<table>
<thead>
<tr>
<th>Road Name</th>
<th>Section</th>
<th>Classification</th>
<th>Victoria Category of Road</th>
<th>Primary Funding</th>
<th>Strategic Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>B460 Strzelecki Highway</td>
<td>Leongatha to Morwell (PH)</td>
<td>Arterial Road</td>
<td>State Government “B” road</td>
<td>State Government</td>
<td>SEATS advocates continuation of staged improvements</td>
</tr>
<tr>
<td>C422 Healesville – Koo Wee Rup Road</td>
<td>Koo Wee Rup to Pakenham</td>
<td>Arterial Road</td>
<td>State Government “C” road</td>
<td>State Government</td>
<td>Major upgrade to at least “B” road standard required</td>
</tr>
<tr>
<td>C407 Clyde – Five Ways Cranbourne Road</td>
<td>Princes Fwy to South Gippsland Hwy</td>
<td>Arterial Road</td>
<td>State Government “C” road</td>
<td>State Government</td>
<td>Upgrade and duplication</td>
</tr>
<tr>
<td>M780, A780 Western Port Highway (Dandenong Hastings Road)</td>
<td>South Gippsland Hwy to Hastings</td>
<td>Arterial Road</td>
<td>State Government “M” road and “A” road</td>
<td>State Government</td>
<td>SEATS advocates upgrade to facilitate freight access to port</td>
</tr>
<tr>
<td>B420 Phillip Island Rd</td>
<td>Anderson to Cowes</td>
<td>Arterial Road</td>
<td>State Government “B” road</td>
<td>State Government</td>
<td>SEATS advocates continuation of staged improvements</td>
</tr>
</tbody>
</table>
9.3 Description of SEATS projects

9.3.1 Priority Projects

Road projects

**Princes Freeway Interchange, Longwarry at Sand Road (Work in progress)**
To construct a full diamond interchange with bridge overpass on the Princes Freeway at the intersection with Sand Road to remove the existing at grade intersection.
Works have commenced with expected completion in late 2017.

*Estimated cost: $31.2m*

**Princes Highway Duplication from Traralgon to Sale (some sections completed and further work in progress)**
This project is to duplicate 30 km of the 43 km of undivided highway between Traralgon to Sale (the 13 km remaining to be duplicated is unfunded at this time).
Where possible the existing road reserve is being utilised with additional road reserve acquired to accommodate a divided road and minimise impact on native vegetation in a number of locations.
Nine sections of roadway to be delivered with four completed, two under construction and three in planning / pre-construction phase.

*Total estimated cost: $260.0m*

**Princes Highway, Traralgon Bypass planning**
The identified by-pass route is to the south of Traralgon, is 22 km in length and currently includes two interchanges providing access to Traralgon.
Various planning matters relating to adjacent proposed land use along the route are currently being considered.

*Estimated Cost: $500.0m*

**Princes Highway East, upgrades to NSW border (Road safety treatments)**
$31.5m of funding has been implemented to deliver initiatives between Longwarry to Traralgon, Stratford to Bairnsdale, Bairnsdale township and Orbost to NSW Border. That includes safety upgrades, shoulder sealing and overtaking lanes.
The remaining two projects are for ‘Gateway’ treatments and ‘Mass Pole’ treatments that aim to improve speed compliance and remove roadside hazards throughout townships located on this section of the Princes Highway. Planning for these projects has commenced and implementation is expected to be completed by late 2016.
Preliminary evaluation of works completed to date indicates a 44% reduction in fatal and serious crash trauma along this route.

*Estimated Cost: $36.0m*

**Princes Highway, Freight Rest Area and Roundabout, Cann River**
The first component of the project will create a roundabout where the Monaro Highway intersects with the Princes Highway (currently turning lanes). Painted islands will be upgraded to concrete islands and outstands with pedestrian paths. Associated signage and line marking will also be included.
The second component of the project will implement a heavy vehicle rest area on the west side of the existing United Service Station. The footprint of proposed parking area is presently vacant land and VicRoads are currently in the early stages of negotiations with the land owner with a view to acquiring the property.  

*Estimated Cost: $5.0m*

**Leongatha Heavy Vehicle alternative route (route identified)**

This project will see the construction of a Heavy Vehicle Alternative Route for Leongatha Town Centre. This will remove heavy vehicles from the commercial areas of Bair Street. The route will improve the amenity and safety of the town centre while increasing the accessibility of heavy vehicles to the industrial estate and other key destinations, including Murray Goulburn’s Dairy Facility.

To enhance the project further, once the new route is completed it is also proposed to redevelop the main street of Leongatha and substantially improve the entrance treatment from Melbourne. (Supported Project)

Pre-construction planning activities and service relocation works are currently being finalised. Construction works were tendered in late 2015 and construction is scheduled to commence in early 2016.  

*Estimated Cost: $5.1m*

**Strzelecki Highway upgrades**

The construction of a southbound overtaking lane between Morwell and Mirboo North, near Smiths Road commenced in February 2015 and is expected to be completed by February 2016.  

*Estimated Cost: $4.3m*

**South Gippsland Highway, Black Spur realignment**

The project proposes a realignment of the highway east of Koonwarra township that would remove several tight curves and widen the road to create a straighter and more level section of highway. As a result the highway will be upgraded to ‘A’ class road standard.

The project involves:

- Constructing a new section of highway, and reducing the length of the Black Spur section from 3.4 km to 2.3 km.
- Removal of nine tight curves.
- Construction of two new bridges over the Tarwin River.
- Construction of a highway underpass to provide access to the Great Southern Rail Trail.
- Closing of the old section of highway east of Caithness Road to through traffic but retaining access for local residents.
- Construction of a new intersection to maintain access for Caithness Road.  

*Estimated Cost: $51.0m ($0.2m committed for project planning and business case preparation)*

**South Gippsland Highway upgrade through Korumburra CBD**

The construction of streetscape, parking and road design improvements to the South Gippsland Highway through the central business district of Korumburra removing multiple carriageway changes from single to dual lanes that make it difficult for heavy vehicles to negotiate.  

*Estimated Cost: $1.5m*

**Bass Highway, Intersection with Korumburra-Wonthaggi Road**

Upgrade existing give-way controlled cross road to a signalised intersection.

The proposal will provide benefits across multiple road user groups such as freight, pedestrians, cyclists, public transport and general traffic by improving safety,
efficiency, productivity and amenity. It will also cater for the proposed population
growth resulting from Wonthaggi being promoted as a peri-urban centre.

The design also has integrated Safe System aspects and it will see a ‘raised
safety platform’ introduced. This will slow vehicle speeds and lower the risk of serious
injury crashes within the intersection.

A detailed proposal has been prepared in order to explore further funding
opportunities to construct the traffic signals.

**Estimated Cost: $3.8m**
*(includes Bass Coast Shire Council contribution of $0.7m).*

**Bass Highway, Anderson to Leongatha upgrade**

The Lang Lang to Anderson section of the Bass Highway has been completed
to a four-lane divided road. The balance of the highway covering a distance of 55 km
is proposed as two lanes with improvements to, road pavement, widening to at least
B road standard, provision of sealed shoulders (Inverloch to Leongatha), provision of
 overtaking opportunities (Anderson to Inverloch) and safety improvements including
upgrade to narrow alignment at Powlett River culverts at Dalyston.

**Estimated Costs:**
- Anderson to Wonthaggi $10m - $40m;
- Wonthaggi to Inverloch $6m - $20m;
- Inverloch to Leongatha $10m - $50m.

**Philip Island Road Upgrade**

In 2015 VicRoads announced a partnership approach with Bass Coast Shire
Council for the planning of potential future improvements on Phillip Island Road.

Subject to community engagement, support from key stakeholders and
availability of potential planning funding, opportunities will be explored for the
implementation of improvements. The potential improvements involve intersection
upgrades on Phillip Island Road at Boys Home Road, Woolamai Beach Road and
Back Beach Road.

Preferred treatment designs are in place for Woolamai Beach Road and Back
Beach Road with community input being sought and further planning and design
work is being undertaken.

**Estimated Cost: $40.0m**

**Wonthaggi Alternative Heavy Vehicle Route**

Recent Traffic studies of the current road system indicate predicted future
traffic volumes would result in over 10 km of queuing vehicles around the various
Wonthaggi CBD McKenzie Street intersections by 2030.

The proposed alternative route is from the Bass Highway intersection at
Heslop Road, approximately 4.8 km NW of the Wonthaggi CBD, to an intersection
with the Bass Highway approximately 3 km east of the CBD.

The two stages of the project are:

- **Stage 1** - Upgrading Heslop Road from the Bass Highway to Korumburra Road, a
  length of 4.9 km.

- **Stage 2** – Construction of a roadway generally in a North/South direction to intersect
  with the Bass Highway, east of the CBD, a length of 3.6 km in a greenfield
  corridor. It is estimated that approximately 10.4 ha of greenfield land will be
  required to construct the Alternative Route and its associated intersections.

  Total length of the proposed alternative route is approximately 8.5 km with the
  steepest natural surface grade being approximately 3% making it an ideal bypass
  route for larger vehicles.

**Estimated Cost:**

- **Stage 1** - $2.4m plus $4.1m (two elements)
- **Stage 2** - $14.6m (including possible developer funding)
**Sale Alternative Heavy Vehicle Route**

Formalising an alternative route for heavy vehicles that travel through the Sale CBD. The project includes upgrade and widening of roadways over a distance of 11 km, improvements to the intersections of Myrtlebank Road and Myrtlebank Fulham Road with the Maffra Sale Road and improvements to the intersection of Myrtlebank Fulham Road and Sale Heyfield Road together with the strengthening and widening or replacement of two bridges, having lengths of 53m and 38.5m.  

*Estimated Cost: $35m to $45m*

**Bairnsdale Heavy Vehicle Bypass**

Remove heavy vehicles that are currently travelling through Bairnsdale’s CBD on the Princes Highway via an identified alternative route including Bosworth Road. This project seeks to upgrade and widen a 570 metre section of Bosworth Road to an appropriate heavy vehicle standard.  

*Estimated Cost: $0.5m*

**Princes Highway South Connection, Highway extension**

A road corridor for extension of the M1/A1 freeway from Loftus to Alexandria has been in place since 1951. The M1/A1 is a crucial piece of infrastructure for the people of the Illawarra and South Coast and a major artery of the regions' tourism sector.  

This project seeks to construct the missing link being the section of road between the Princes Highway at Loftus connecting with Sydney’s orbital motorway network which will facilitate access to Port Botany and Sydney airport as well as the Illawarra region.  

*Estimated Cost: $1.0m allocated for advanced planning with additional $5-10m required for a full feasibility study.*

**Princes Highway B-double Access, Eurobodalla Shire, Bridge Structure and Road alignment upgrades**

Several upgrades are required along the Princes Highway south of Nowra to enable it to be used by B-double vehicles. The combination of structural problems on several bridges and poor alignment make it impossible for B-double sized vehicles to travel to the Eurobodalla.  

Currently a combination of structural and alignment issues along this length of the Princes Highway prevent it’s use by these larger vehicles. Structural issues on several bridges within the Shoalhaven LGA need rectifying. The bridges within the Eurobodalla include the Clyde River Bridge at Batemans Bay, Tuross River Bridge at Bodalla and Narooma Bridge (separate Priority Project) need to be assessed and rectified. Lengths of poor alignment such as the northern approach to Narooma Bridge create safety hazards.  

A full study is necessary to determine the required upgrades to extend the B-double route south of Nowra. This study should also recommend appropriate locations for coupling/decoupling facilities to allow these larger trucks to remove section of their load before entering the CBD areas of towns such as Batemans Bay, Moruya and Narooma to service businesses.  

*Estimated Cost: Unknown – further investigation required*
Princes Highway, Yallah to Nowra
The overall work consists of five projects:

- **Princes Highway, Grade Separated Interchange at Yallah**
  To eliminate the roundabout at the convergence of Illawarra Hwy with the Princes Hwy, a grade separated interchange at Yallah is required. This interchange can provide immediate resolution of the peak traffic congestion and is part of the longer term solution which can follow when traffic volumes warrant it. Already four lanes, with parking/breakdown lanes exist through the Albion Park Rail shopping centre and whilst there are four sets of traffic signals they are spaced quite a distance apart.
  
  *Estimated Cost: $100.0m*

- **Albion Park Rail Bypass**
  In the mid-1990s, the then Roads and Traffic Authority (RTA, now incorporated in Roads and Maritime Services) undertook a study to identify a preferred route for an upgrade of the route between Yallah and Oak Flats, about 20 km south of Wollongong. The study identified a preferred road corridor that would involve an extension of the M1, which would bypass the Princes Highway and the township of Albion Park Rail.
  To reserve the land for the future bypass, the proposed road corridor was included in the Wollongong City and Shellharbour City Council local environmental plans (LEPs), as it is located within both local government areas.
  
  *Estimated Cost: $600.0m*

- **Princes Highway, Foxground and Berry bypass**
  The Foxground and Berry bypass will provide a four-lane divided highway (two lanes in each direction) with median separation for 11.6 km of the Princes Highway between Toolijooa Road and Schofields Lane.
  The project’s concept design includes:
  - Around 6.6 km of new highway, including bypasses of the Foxground bends and Berry township
  - Interchanges at Toolijooa Road, Austral Park Road, Tindalls Lane and the northern and southern interchanges for Berry
  - The provision of climbing lanes in each direction.
  - Three bridge crossings at Broughton Creek and a bridge at Berry
  - A diversion of Town Creek into Bundewallah Creek
  - Wildlife crossings (rope bridges and underpasses) to maintain existing wildlife corridors.
  
  *Estimated Cost: $500.0+m*

- **Princes Highway, Berry to Bomaderry**
  To upgrade the Princes Highway between Berry and Bomaderry. The upgrade would provide around 11.5 kms of four-lane highway with median separation between Schofields Lane, Berry and Cambewarra Road, Bomaderry.
  Detailed design for the proposed upgrade has been awarded and is expected to be completed mid 2016. Property acquisition is continuing. The NSW State Government allocated $4.5m planning funds for the project in the 2015/16 State Budget. Planning is continuing.
  
  The Berry to Bomaderry upgrade would include the following key features:
  - A half interchange at Pestells Lane and Meroo Road;
  - An underpass at Devitts Lane and Morschels Lane for local road access;
  - An overpass at Strongs Road and Jaspers Brush Road for local road access;
  - A heavy vehicle inspection bay near Jaspers Brush;
- A total of eight bridges over waterways; and
- Drainage and flood mitigation structures.

**Estimated Cost:** $281.0m

**Princes Highway, Shoalhaven River Bridge at Nowra**

$1m was allocated in 2012/2013 NSW Government budget to conduct a series of engineering studies on the bridge. Another $2m was allocated in the 2013/14 NSW Government budget for a study to find the best possible location for a replacement of the southbound Shoalhaven River Bridge. A further $10m has been committed by the Federal Government. The study will consolidate investigations and studies that have been undertaken previously, and will complete additional investigations to provide enough information to begin considering options for the southbound bridge replacement. Consultation with the community will be an important component of this project. RMS has begun to consult with the community and other stakeholders commencing late 2013. This study will provide the community and other stakeholders with greater certainty about the future location of a replacement southbound bridge across the Shoalhaven River and enable the firming up of the design concept.

**Estimated Cost:** To be determined once design concept proposed.

**Princes Highway, Burrill Lake entrance Bridge Replacement (work underway)**

Following a range of technical, economic and social investigations and community consultation Roads and Maritime Services has developed a preferred option for the future Burrill Lake entrance crossing on the A1 Princes Highway. Key features of the preferred option include:

- A 290m long bridge spanning the lake on a new alignment to the east of the existing bridge;
- Roundabouts on either side of the crossing to connect the Princes Highway to local roads;
- A pedestrian and cycle path on the new bridge, connecting to new paths on both sides and linking to the Ulladulla cycle path;
- Pedestrian paths underneath both ends of the new bridge. There would be a total of five locations where pedestrians can safely cross the highway;
- The new bridge and highway would be constructed higher than the 1 in 100 year flood level thus reducing the impact of flooding; and
- Complete removal of the existing causeway and bridge.

**Estimated Cost:** greater than $16.5m (being determined)

**Princes Highway, Batemans Bay to Mogo**

To upgrade Princes Highway from North Batemans Bay to Mogo to address high traffic volume issues and replace aging infrastructure.

**Total Estimated Cost:** $134.4m

There are five projects:

- **Berrima Parade to Kings Highway, North Batemans Bay**
  To upgrade the Princes Highway to two lanes in both north and south directions and undertake intersection improvements at the highway’s intersection with Berrima Parade.  
  **Estimated Cost:** $5.4m

- **Kings Highway to North Street including Batemans Bay Bridge**
  To upgrade the Princes Highway to two lanes in both north and south directions and replace the existing two-lane lifting span bridge with a higher
four-lane bridge (no lifting span). Environmental studies have commenced to identify possible future environmental issues and constraints as part of early scoping process to duplicate the bridge.  

- **Guy Street to Hughes Street, Batemans Bay**  
  To upgrade the Princes Highway to two lanes in both north and south directions and the installation of traffic signals at the highway’s intersection with Old Princes Highway.  
  Estimated Cost: $95.3m

- **Cranbrook Road to Deep Creek Dam Drive, south of Batemans Bay**  
  To widen Princes Highway to two lanes in both north and south directions from Cranbrook Road to proposed Link Road (The Ridge Road) (Encouraged Project), realignment of Princes Highway to remove sub-standard bends from proposed Link Road to Deep Creek Dam Drive and provide appropriate intersection treatment for the junction of proposed Link Road with the highway.  
  Estimated Cost: $4.9m

- **Mogo Bridge and intersection with Tomakin Road, Mogo**  
  To replace and realign the existing Mogo bridge that has now reached the end of its working life and construction of a roundabout at the Princes Highway’s intersection with Tomakin Road immediately north of the bridge.  
  Estimated Cost: $19.8m

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**Princes Highway, Narooma Bridge new structure to provide for B-double access**  
The existing bridge over Wagonga Inlet at Narooma is an impediment to movement of larger B-double vehicles through the shire. The combination of several reverse curves on the northern approach to the bridge is sub-standard resulting in larger vehicles such as semi-trailers having to cross the centre line increasing the risk of accidents and requires realignment. In the past trucks have also collided with the northern end of the bridge.

A structural assessment has resulted in the bridge being deemed as unsuitable for use by larger B-double vehicles. The bridge has also been deemed as unsuitable for use by 19m concessional mass limit (CML) vehicles resulting in the current CML route ending north of this bridge.

A future road corridor was secured on the northern side of Wagonga Inlet some time ago by the then RTA. Planning and design work needs to proceed now so that this project can proceed.  

*Estimated Cost: Unknown - further investigation required*

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**Princes Highway, Upgrade at Termeil Creek (Work in progress)**  
This project forms part of progressive ongoing upgrades of the Princes Highway reflecting its importance as a key transport corridor. Works are underway with completion expected mid 2016.

The key features of the proposal are:  
- Realignment of approximately 1.6 km of the Princes Highway, improving the existing substandard curves to the north of Termeil Creek Bridge.  
- Construction of a new, wider bridge designed to achieve 1 in 100 year flood immunity for highway traffic.  
- Environmental improvements including crossings for native animals both above and below the new road.  
- Measures to protect water quality.  

*Estimated Cost: $15.6m*

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**Princes Highway, Dignams Creek realignment**
The proposal is for road realignment with a new bridge at Dignams Creek. Investigations into possible realignments are in progress with possible routes being identified. Detailed design of the project has been awarded with completion expected in early 2016. The 2015/16 NSW State Budget allocated $0.8m to the project.

Estimated Cost: $70.0m

**Picton Road safety improvements**

Funding for safety improvements has been made available, including line marking, signage, upgrading of selected sections of road, and curve and shoulder improvements.

RMS is installing traffic lights at the Hume Highway intersection under medium-term modelling determination. Broader masterplan traffic studies are ongoing in conjunction with the Wilton Hume Highway precinct.

Further improvements to alignment, in addition to the current project, are required to address the high incidence of accidents on this road.

Estimated Cost: $43.5m

**Albion Park By-pass (Tripoli Way extension)**

The Albion Park By-Pass - Tripoli Way extension is proposed to run parallel and to the north of Tongarra Road and extends from the Illawarra Highway (east) through to the Illawarra Highway/Broughton Avenue intersection.

Its primary function will be to provide a bypass around the Albion Park commercial area and to alleviate traffic congestion in its main street, Tongarra Road. It will also provide an alternative route between the west of Albion Park and the proposed M1 motorway interchange.

This by-pass will be required by the time the extension of the M1 motorway bypass of Albion Park Rail is completed. Roads and Maritime Services have determined that the Tripoli Way Extension is essential for the provision of a north-bound off ramp from the M1 to access Albion Park. Without Tripoli Way Extension the capacity constraints at the Terry Street and Tongarra Road intersection would fail.

Estimated cost: $25.8m

**South Nowra Heavy Vehicle Freight Corridor – Flinders Road**

Construct a heavy vehicle rest area (South Nowra Rest Stop) at the intersection of the Princes Highway and Flinders Road, South Nowra. The Princes Highway in Nowra is identified as being a ‘high’ demand area that requires provision to service both north and south bound traffic, provision for 10-20 heavy vehicle spaces and up to four toilets. The upgrade would complement the recently completed upgrade of the Princes Highway through South Nowra. Additionally the 2.2 km of Flinders Rd would be widened from 6m to 14m with intersection treatments for turning Heavy Vehicles.

Estimated Cost: $1.5m

**Kings Highway, Batemans Bay to Braidwood**

This Project involves reconstruction and realigning sections of Kings Highway between Batemans Bay and west of Northanger Bridge (east of Braidwood).

The desired outcome is the provision of consistent lane widths of 3.5m minimum together with lane widening on curves for heavy transport vehicles, sealed shoulders widths of 1.0m to 3.0m on both sides and with sufficient overtaking opportunities to better manage use of the route by transport vehicles.

Sub-standard curves need to be realigned to increase safety along this length of the highway. In some cases the realignment will require the acquisition of land from private landholders as well as from National Park reserves.

The overall project has been divided into 12 separate projects as follows: -
- **Nelligen East**
  Reconstruction and realignment of a 2.08 km length of the Kings Highway, 4.48 km to 6.56 km from Kings Highway/Princes Highway intersection. Designs complete. *Estimated Cost: $8.0m*

- **Mongarlowe River to Northangera Creek**
  Reconstruction and realignment of a 2.70 km length of the Kings Highway, 42.85 km to 45.55 km from Kings Highway/Princes Highway intersection. Includes east and west bound overtaking lanes. *Estimated Cost: $6.8m*

- **West of Clyde Mountain to Mongarlowe River**
  Reconstruction and realignment of a 4.80 km length of the Kings Highway, 38.00 km to 42.80 km from Kings Highway/Princes Highway intersection. *Estimated Cost: $12.0m*

- **West of Northangera Creek**
  Reconstruction and realignment of a 0.95 km length of the Kings Highway, 45.55 km to 46.50 km from Kings Highway/Princes Highway intersection. *Estimated Cost: $2.4m*

- **Old Bolaro Road**
  Reconstruction and realignment of a 1.3 km length of the Kings Highway, 11.47 km to 12.77 km from Kings Highway/Princes Highway intersection. *Estimated Cost: $4.1m*

- **Misty Mountain Road**
  Reconstruction and realignment of a 4.10 km length of the Kings Highway, 26.10 km to 30.20 km from Kings Highway/Princes Highway intersection. This project is capable of further staging. *Estimated Cost: $12.9m*

- **East of Government Bend**
  Reconstruction and realignment of a 1.05 km length of the Kings Highway, 30.40 km to 31.45 km from Kings Highway/Princes Highway intersection. *Estimated Cost: $3.3m*

- **Allards Lane**
  Reconstruction and realignment of a 1.1 km length of the Kings Highway, 13.12 km to 14.22 km from Kings Highway/Princes Highway intersection. *Estimated Cost: $3.8m*

- **Bosleys Culvert**
  Reconstruction and realignment of a 0.69 km length of the Kings Highway, 17.35 km to 18.04 km from Kings Highway/Princes Highway intersection. *Estimated Cost: $2.6m*

- **Lyons Road**
  Reconstruction and realignment of a 0.93 km length of the Kings Highway, 18.20 km to 19.13 km from Kings Highway/Princes Highway intersection. *Estimated Cost: $2.9m*

- **Black Flat Road**
  Reconstruction and realignment of a 0.88 km length of the Kings Highway, 15.16 km to 16.04 km from Kings Highway/Princes Highway intersection. *Estimated Cost: $3.8m*

- **Western Distributor Road**
  Reconstruction and realignment of a 0.99 km length of the Kings Highway, 19.53 km to 20.52 km from Kings Highway/Princes Highway intersection. *Estimated Cost: $3.5m*

*Total Estimated Cost: $66.1m*
MR92 Beyond Nerriga
Crossing of the Illawarra escarpment (800m high) south of Sydney is only possible in a limited number of places, with the crossings having varying degrees of suitability for heavy vehicles. Shoalhaven City Council and the former NSW RTA, with financial assistance from the Federal Government, have completed a crossing based on Main Road 92 from Nowra on the coast to Nerriga on the southern tablelands. To complete this major network improvement, a connection to the highway corridors beyond Nerriga is now required.

This project is to be undertaken in four or more phases, as follows:
1. Undertake an initial planning/engineering assessment of the route alternatives westward from Nerriga to identify a preferred route. This initial Beyond Nerriga Route Options Study has been completed with further analysis required of the options identified.
2. Undertake a detailed planning/engineering assessment of the preferred route generating a case for further funding from the higher levels of government.
3. Fund and construct the first major stage of the upgrade based on a route through Nerriga to Tarago via Sandy Point.
4. Fund and construct the second major stage of the upgrade based on the most preferred route to Hume Highway.

Estimated Costs: Phases 1 & 2 - $0.3m
(funded by Transport for NSW and local LGAs)
Phases 3 & 4 - $200.0m

MR92 Nerriga to Braidwood Sealing
Completes the upgrade of MR92 between Nerriga and Braidwood and includes the sealing of 18 km of gravel road, providing a safer link for all road users.
Estimated Cost: $36.0m

Gocup Rd – Tumut to South Gundagai
The Gocup Road is the primary connection between Tumut and the Hume Highway corridor at South Gundagai. It is:
- The principal vehicular route for all traffic to and from Tumut
- The primary heavy vehicle route for over 80% (2.3 million tonnes) of the manufactured timber products for domestic and export markets
- Increasingly used as a heavy vehicle route for incoming raw materials for timber manufacturing.

The project proposal is to reconstruct the 30.1 km length of Gocup Road to current RMS design standards from Tumut to South Gundagai. It includes:
- The provision of eight overtaking lanes at strategic locations
- Pavement width of 11.5m
- Correcting alignment to remove inadequate vertical and horizontal curves
- Pavement strengthening to accommodate future Super B heavy vehicles and/or A- Triple configurations
- Installation of safety measures including guardrail; improving drainage infrastructure.

Estimated Cost: $83.4m
Intermodal Projects

Gippsland Logistics Precinct (GLP) and adjacent Gippsland intermodal Freight Terminal (GIFT)

In 2002, Latrobe City Council acquired a 64 hectare site 3 km east of Morwell CBD, adjacent to the existing and underutilised Gippsland Intermodal Freight Terminal (GIFT). The site was purchased for the strategic purpose of developing an expanded GLP to service the Latrobe Valley and the Gippsland region.

The Gippsland Logistics Precinct will:

1. offer fair and equitable access to the terminal for all enterprises regardless of commercial arrangement;
2. provide open access between the GIFT and the adjacent 64 ha site including preserving the potential for construction of rail spurs into the GLP;
3. be fundamentally a rail focused terminal with other modes, being road and potentially air, providing a supplementary but subordinate role;
4. be controlled via a long term lease held by Latrobe City Council.

The State Government has committed $10m from the Regional Jobs and Infrastructure Fund for Latrobe City Council to develop the GLP. DEDJTR has established a Project Control Group (PCG) which had its initial meeting on 5 August 2015. The PCG will provide high level technical advice to help shape the investment from a policy and operational perspective.

Estimated Cost: $20.0m

Canberra Airport

Canberra Airport aims to maximise its contribution to the region’s economy as well as its ongoing development as a regional multi-modal transport hub. Its development as a freight hub and light industrial technology park is well advanced

Estimated Cost: Private and corporate investment (with Federal Government encouragement and support)

Rail Projects

Future Proofing Rail Access from Gippsland

To upgrade the Gippsland and associated Melbourne rail line infrastructure and freight handling terminals to a standard and capacity where they can handle all current and future passenger and freight traffic and thus not be an impediment to future economic growth in Gippsland.

To do so, the following five projects are proposed:

1. Development of the proposed Melbourne Port Rail Terminal and the associated Intermodal Terminal network.
2. That the current Gippsland line level crossing removal project in suburban Melbourne allow for future additional rail lines.
3. Provide additional rail line capacity on the Dandenong to Melbourne section as need arises. Initially freight train length passing loops, then a third Dandenong to Caulfield line followed by a fourth Dandenong to Caulfield line.
4. Construct rail connection from the Cranbourne line to the proposed Hastings Port, when built.
5. Construct direct connection of the Gippsland line to the Cranbourne line to
allow movement of Gippsland freight to the Hastings Port, when built, and associated Lyndhurst Intermodal Terminal (Current connection only allows traffic from Melbourne).

**Airport Projects**

**Moruya Regional Airport Redevelopment**

Redevelop and expand Moruya Regional Airport which delivers reliable air travel into and out of the region, supporting growth in visitor numbers and commercial ventures operating out of the airport, delivering multiplier effects through the region. This infrastructure project, which represents Stage 1 of the Moruya Airport Master Plan, will achieve significant economic and social outcomes via the creation of new jobs and preserving medical and business air links. In doing so it will enhance the viability of the airport as a passenger transport hub and its further development into a Regional Freight Hub. The project includes the following:

- **An extension and connection of water and sewer pipelines.**
  - Connection of the existing water and sewer infrastructure at Preddy’s Wharf, Moruya Heads to the existing pipelines under the Moruya River, and extension to and within the Moruya Regional Airport
  - Connection of existing water and sewer infrastructure at South Heads to existing pipelines under the river;
  - Extension of existing water main under the river to airport boundary;
  - Construction of a new sewage pump station near existing hangar and connecting to existing sewer main under the river;
  - Construction of new water service and sewer rising main to existing hangar and terminal;
  - Construction of a new water main from existing hangar to service potential
  - Construction of a new sewer rising main from existing hangar and terminal.  
  
  **Estimated Cost:** $0.7m

- **Enhanced road access**
  
  Construction of a rural type CHR/AUL intersection along George Bass Drive that provides a connection to the area of land to be developed adjacent to the existing Moruya Airport runway.  
  
  **Estimated Cost:** $0.7m

- **3-Phase power connection**
  
  To provide electricity to the area to be redeveloped by the installation 2,000 m of 11KV cable as per Essential Energy requirements and the installation of 2 x 315 KVA substations (100KVA is removed from the approved product list).  
  
  **Estimated Cost:** $0.8m

  **Total Estimated Cost:** $2.2m

(Eurobodalla Shire Council will contribute land to in-kind value of $2.1m and expects $0.2m income from existing airport properties towards these new services)

**Illawarra Regional Airport Redevelopment**

The Upgrade to the Illawarra Regional Airport is required to meet the infrastructure needs for accommodating Regular Passenger Transport Services. Proposed works are:

- Renewal of the East-West Runway;
- Installation of a new terminal building, taxiway and apron;
- Minor works including windsock relocation and improvements to runway / taxiway lighting and security.
Seaport Projects

Port Kembla Expansion
Reclaim approximately 52 ha within the outer harbour for the construction of seven new berths. The project can be staged and as such will be developed based on demand.
Importantly, the project will be able to handle the overflow of containers from Port Botany once Port Botany reaches capacity in 2024 or sooner.

Estimated Cost: $660.0m (Stage 1: $97.0m)

Port of Hastings Development and Access
The Victorian Government is committed to the future development of the Port of Hastings as a new container port to service the anticipated growth in import and export trade. This trade is expected to exceed the Port of Melbourne’s existing capacity.
The project considers road and rail access from the port to Lydhurst, but does not include any infrastructure needs to support freight movements beyond this.
Current funding committed by the Victorian Government will facilitate the completion of the project’s feasibility. Subject to the successful approval of the business case and environmental assessments, this project will seek further funding to progress to construction, anticipated to begin in 2018.

Estimated Cost: Victorian Government committed $110m to progress port expansion planning over four years and to obtain necessary planning and environmental approvals. If approved, a significant funding commitment will be required by the Victorian Government to progress the port’s development beyond 2017.

9.3.2 Encouraged Projects

Road projects

Drouin Southern Bypass
The volume of heavy traffic is increasing in Drouin, a fast-growing township in West Gippsland on the urban fringe of Melbourne. The Drouin CBD provides a key connection for the movement of people and goods, both locally and regionally, but there is increasing conflict between pedestrian and traffic amenity. The Drouin Southern Bypass is intended to provide an alternative route for heavy traffic.
The project proposal is to construct approximately 3.6 km of connector road from Princes Highway (east of Drouin town centre) to Main South Road (south of Drouin town centre).

Estimated Cost: $15.92m (under review)

Tyers Road, replacement of bridge (funded)
As part of the Stronger Country Bridges Program, the Victorian State Government announced funding for the replacement of the Tyers Road Latrobe River Bridge on 19 February 2015 at a total estimated investment of $8.6m.
The new bridge will replace the 1936 composite structure which currently has a 30t load limit. Pre-construction planning activities are progressing with construction works scheduled to be tendered by mid 2016 with a view of commencing construction in late 2016.

Estimated Cost: $8.6m
**Princes Highway, Milton Ulladulla Bypass**

The existing highway is a two-lane single carriageway which passes through the Ulladulla main shopping centre. Traffic congestion is becoming an increasing problem over the peak holiday period. Travelling between Milton and Ulladulla, a distance of only a few kilometres, can take up to 30 minutes.

The proposed construction of a Milton Ulladulla bypass would address this.

*Estimated Cost: Unknown - further investigation required*

**Princes Highway, Link Road Batemans Bay**

The project is a 2.2 km road construction to link George Bass Drive to the Princes Highway and to extend Heron Road.

The NSW Government has announced $10m funding for the Link Road to relieve congestion in Batemans Bay CBD, especially during peak holiday periods.

The construction segments are:-

- Segment 1: Princes Highway intersection - An existing low standard T-junction (Ridge Road) exists at this site. NSW Roads and Maritime Services (RMS) requirements will determine the final design for this intersection. Realignment of Princes Highway is required to the north and south as part of the provision of this intersection and to address future needs identified in the traffic modeling. RMS continues to work with Eurobodalla Council to provide a safe and efficient junction at the intersection and progress this work.

- Segment 2: Princes Highway to Curtis Road - An existing unsealed road exists over part of the route along with a fire trail. Vegetation clearing works were completed in 2013-2014. A two lane rural standard road with broad sealed shoulders is proposed. On the uphill section, a climbing lane is proposed for westbound traffic.

- Segment 3: Curtis Road to George Bass Drive - Construction of this was completed by Council in 2013-2014. A roundabout is required in the future at the intersection with George Bass Drive.

- Segment 4: Heron Road extension to Link Road - An existing low key gravel road exists. Vegetation clearing works were completed in 2013-2014. A two-lane rural standard road with broad sealed shoulders is proposed.

*Estimated Cost: $11.0m*

**Polo Flat Road, Cooma (heavy vehicle route) road realignment and upgrade**

Substantial realignment works are required to upgrade this existing sub-arterial road, a nominated/compulsory route for heavy transport, to a more appropriate standard better able to carry this traffic. Once completed it will be sought to have the road form part of the NSW, RMS road network.

*Estimated Cost: $4.0m*

**Imlay Street, Princes Highway to Eden Port**

Works required to improve road access to the Port of Eden to cater for B-doubles. Detailed design is to be completed and with construction work including pavement strengthening for the entire route from the Princes Highway to the port.

*Estimated Cost: To be determined*
Rail Projects

Very Fast Train project (Phase 1 & 2 Studies completed)

Information on access to the relevant High Speed Train studies is provided in Section 10 of this document.

*Estimated Cost: Sydney – Canberra – Melbourne $50.0 billion (2012 figures)*

*Brisbane - Sydney = $64.0 billion (2012 figures)*

Seaport Projects

Barry Beach Esso Port Anthony Accessibility

This road accesses the port facilities for Esso (used to service Bass Strait oil and gas operations) and the private Port Anthony. If expansion of these operations occurs, upgrades to the alignment and road surface will be required.

*No estimated cost at this time.*
9.4 Priority Projects Template

SEATS has developed information standards and criteria for its priority projects. This information can be divided into these main categories:

1. Project overview
2. Economic impact (including technology and telecommunications)
3. Option analyses
4. Environment
5. Social and cultural
6. Risks
7. Benefit cost analysis
8. Project maps and photos

1. Project overview

Sets the scene for the project (why do it), fits with government and regional policy, a project description, benefits of the project, estimated cost, linkages (ports, markets etc), existing conditions and issues, future volumes, potential partnerships and the current project status.

Information on Federal, State, Local and industry policies and strategies are outlined in Appendix 9.6 and should be referred to in order to set the strategic context.

2. Economic impact

The economic impact section provides for information on the sectors benefited, the economic significance of these sectors, impact on cities and regions, accessibility improvements and stakeholder contributions where relevant. Chapter 5 of the network document provides some regional economic information.

3. Option analysis

Funding agencies, for example, Infrastructure Australia, are requiring justification of the proposed option. Option analysis should address the options considered and must address the “do-nothing” option to ensure that the consequences of doing nothing are documented and able to be readily communicated.

4. Environment

This section covers flora and fauna, climate change, amenity issues, and site issues. The purpose of this section is to ensure that these issues have or are being addressed with particular focus on the impact this may have on project timeframes and costs.

5. Social and cultural

This section covers native title, heritage listing, and social connectivity. It provides an opportunity to check that these issues have been covered. Heritage and native title (for Crown Land) can have significant impact on project timelines if impacted. Social connectivity provides for enhancing the project benefits to include access improvements to services such as health, education, employment, recreation and retail.

6. Risks

This section is for the identification of statutory and project risks and how they will be managed.

7. Cost-benefit analysis

This section sets out the main benefit cost parameters. In carrying out a cost- benefit analysis, reference should be made to the asset owner or lead agency requirements and any funding body requirements. In many instances a preliminary analysis only may be possible as not all project information may be available.
9.5 Selected Traffic Data

NSW

- The transport link between the Monaro and South Coast regions is provided by two major state routes, the Kings Highway and the Princes Highway. Being influenced by tourism and growth, these routes form an integral part of the rural transport network for freight, as well as commuter and tourist traffic.
- The Kings Highway provides one of the main east-west routes across the coastal escarpment between Wollongong and the Victorian border. It is a major link between the ACT - Southern Tablelands regions and the Princes Highway and South Coast of NSW.
- More than 40% of all casualty crashes on the Kings Highway have occurred between Clyde Mountain and Nelligen, which represents 24% of the highway’s length. Clyde Mountain is often subject to inclement weather and reduced visibility from fog. Weather conditions combined with the complex horizontal and vertical alignments, can make it a challenging section of road to travel. Clyde Mountain experiences significant slope stabilisation issues that require ongoing attention.
- Traffic volumes vary along the Kings Highway, with approximately 22,000 vehicles per day in Queanbeyan at the ACT border to just under 4,000 vehicles per day at Nelligen. On average 7% of traffic along the route are heavy vehicles. Higher traffic volumes west of Bungendore are influenced by the populations of and attraction to Canberra and Queanbeyan. Traffic volumes increase significantly during warmer months.
- B-double freight access along Kings Highway is limited, because of grade and accessibility issues posed by the Illawarra escarpment and the Great Dividing Range. As a result, east–west freight movements into and out of the Princes Highway corridor generally use 19 metre B-double vehicles, semi-trailers and smaller vehicles.
- The Princes Highway is a major road connecting Sydney and Wollongong to the Shoalhaven-South Coast and the Gippsland region of Victoria and caters for commuter, tourist and freight traffic. Princes Highway between Yallah and the Victorian border is constrained by the Great Dividing Range and the coastline, passing through urban centres, open farmland and forested areas.
- Traffic volumes vary along the Princes Highway, with approximately 50,000 vehicles per day north of Albion Park Rail, 9,000 vehicle per day at Batemans Bay and 1,000 vehicles per day near the Victorian border. Within the Batemans Bay area, approximately 7.6% of the Princes Highway’s traffic is heavy vehicles. During peak tourist periods, the average traffic volumes double around Batemans Bay and other sections of the corridor.
- The Princes Highway performs a largely intra-regional role within the Illawarra-Shoalhaven and the Southern region, and an inter-regional freight delivery role to/from Sydney, Canberra and Melbourne.
Princes Highway Casualty Crashes and Traffic Volumes
South Gippsland Highway Casualty Crashes and Traffic Volumes
Bass Highway Casualty Crashes and Traffic Volumes
Strzelecki Highway Casualty Crashes and Traffic Volume
Monaro Highway Casualty Crashes and Traffic Volumes
9.6 Strategic Context

9.6.1 Federal Policies and Strategies

National Infrastructure Plan June 2013 (Infrastructure Australia)

The national infrastructure plan outlines the major infrastructure reforms that are needed to lay the foundations for a more productive Australia over the next 50 years.


2013 State of Play Report, Australia’s Key economic Infrastructure Sectors, Dec 2013 (Infrastructure Australia)

The focus of this paper is Australia’s key economic infrastructure sectors which are the energy, transport, communications and water sectors. This paper provides some insight into the level of confidence that the nationally significant infrastructure within these sectors is meeting the needs of Australian industry, households and individuals.


National Ports Strategy Infrastructure for an economically, socially and environmentally sustainable future, 2011 (Infrastructure Australia)

This document presents a national ports strategy for Australia, for consideration by the Council of Australian Governments.


Trends – Infrastructure and Transport to 2030, Feb 2014 (Department of Infrastructure and Regional Development)

Drawing on research by the Bureau of Infrastructure, Transport and Regional Economics (BITRE) and other government and industry sources, this report distils analysis and forecasting to outline the most significant impacts on the infrastructure and transport sector through to 2030 including (but not limited to) infrastructure investment trends and modal trends in the movement of goods and people.


Australian Infrastructure Audit, May 2015 (Infrastructure Australia)

The Australian Infrastructure Audit takes a strategic approach to assessing our nation’s infrastructure needs. It examines the drivers of future infrastructure demand, particularly population and economic growth.


9.6.2 State Policies and Strategies

VICTORIA

Victoria’s Freight and Logistics Plan

The Plan aims to improve freight efficiency, grow productivity and better connect businesses with their markets. The Plan is built on the following principles:

- Maximise efficiency of freight movement on the transport network
- Maximise the contribution of freight and logistics to the overall economic performance
- Ensure continuity of international and interstate gateway capacity
- Ensure integration of freight and logistics with other land uses
- Minimise the impacts of freight and logistics activity on safety, amenity and the environment.
- Maximise affordability and private sector investment

At a regional level the plan recognises:
- Potential development of new coal, magnesium, copper and mineral sand mines in Gippsland
- Meeting rapidly growing demand for dairy products in the Asian market (now increasingly relevant with entering into a “free trade agreement” with China).
- Providing infrastructure for efficient access to export ports and domestic markets
- Addressing bottlenecks impeding efficiency of supply chains

**Victoria’s Road Safety Strategy 2013-2022**
(VicRoads, the Transport Accident Commission (TAC), Victoria Police and the Department of Justice)

Victoria is developing a new road safety strategy and plan of actions to reduce the road toll. The plan will include actions to cover the three parts of the network that account for the most deaths and serious injuries:
- High-speed rural roads
- Intersections in 60/70 zones
- Local streets in 40/50 zones.

The plan will include actions to target the most deadly problems on Victoria’s roads;
- Drink and drug driving
- Speeding
- Drowsy and distracted drivers
- Not wearing seat belts


**Regional Network Development Plan (PTV)**

Public Transport Victoria are currently finalising the RNDP which will provide strategic direction for public transport both road and rail. Some rail improvements will also benefit to rail freight.


**Victoria’s Regional Statement, November 2015 (RDV)**

This Statement aims at growing regional economies and acknowledges the importance of:
- Better rail infrastructure to lower the cost of getting critical grains, minerals and other produce exports to port
- The safety and productivity of Victoria’s rural and regional road network. This is vital for locals, visitors and businesses alike.


**VicRoads Strategic Directions 2012 – 2014**

The strategy identifies four objectives:
1. Operate and maintain the road system to help our customers travel easily and reliably
2. Develop the road system to improve connections between places that are important to our customers
3. Improve road safety
4. Make the road system more environmentally sustainable

Victorian Rest Area Strategy: A strategy for the provision of rest areas in rural Victoria, 2010 (VicRoads)

Within Gippsland the strategy covers key road corridors. The Strategy also describes, In Town Facilities and Freeway Service Centres as preferred locations to rest followed by other categories such as major, minor, truck parking bays and truck informal rest areas.

The Strategy guides rest area planning and prioritisation. For the Princes Highway East this has provided a better understanding of freight and car needs. For freight the process has identified major rest areas are needed at Cann River, between Stratford and Bairnsdale and in Latrobe City.


SmartRoads: Connecting Communities, July 2011 (VicRoads)

This strategy outlines how to manage the network by considering the mode, place and time of use. In the words of the strategy ‘Smart Roads shows how to make the best use of the network by assigning priority to different modes of transport.’


NSW

NSW Long Term Transport Master Plan (Transport NSW)

The Master Plan presents the NSW Government's 20-year vision for the delivery of a world-class public transport, roads and freight network to the State. It plays two fundamental roles:

1. It identifies the challenges that the transport system in NSW needs to address to support the State’s economic and social performance over the next 20 years. It guides decision-makers to prioritise actions which address the most pressing challenges.
2. It identifies a planned and coordinated set of actions (reforms, service improvements and investments) to address those challenges. It provides a map of future service and infrastructure developments which future decisions will be required to support, and against which proposed investments can be evaluated.

This Master Plan will guide the NSW Government’s transport funding priorities over the next 20 years, providing the overall framework for how its transport system develops, whether it is the services that are delivered or the infrastructure that underpins them. It provides an overarching framework that guides subsequent and more detailed transport plans, policy decisions, reforms and funding decisions.


First things first – The State Infrastructure Strategy 2012-2032, October 2012

Prepared by Infrastructure New South Wales (INSW) the report sets out infrastructure needs over the next two decades, broken down into requirements for the next 0-5, 5-10 and 10-20 year timeframes. The strategy covers roads, public transport, airports/ports, energy, water, and health/social/other.


Strategic Overview Submission to Infrastructure Australia, November 2011

The NSW Government has put forward three key priorities for consideration
- Pacific Highway upgrade
- North West Rail Link
- Port Botany and Sydney Airport Transport Improvement Plan


NSW 2021- A Plan to Make NSW Number One – September 2011

The NSW 2021 ten year plan identifies five strategies:
1. Rebuild the economy
2. Return Quality services
3. Renovate infrastructure
4. Strengthen our local environment and communities
5. Restore accountability to government

The plan sets out 32 goals that include:
(3) Drive economic growth in regional NSW,
(7) Reduce travel times,
(10) Improve road safety,
(19) Invest in critical infrastructure. Goal 19 'Invest in critical infrastructure’ identifies three targets:
   i) Increase expenditure on critical NSW infrastructure
   ii) Improve the quality of urban and rural state roads
   iii) Enhance rail freight Movement


South-eastern NSW Road Freight Supply Chain Study – July 2010
Report prepared by SdD Consult for the then NSW Roads and Traffic Authority (RTA), to assist in developing its strategic network strategy for the area.

Sydney - Canberra Corridor Regional Strategy 2006-2031
The Sydney-Canberra Corridor Regional Strategy applies to the local government areas of Wingecarribee, Goulburn Mulwaree, Upper Lachlan, Yass Valley, Palerang and Queanbeyan. It includes sections on economic development and employment growth and regional transport. It is one of a number of regional strategies prepared by the Department of Planning.

9.6.3 Local Policies and Strategies

WITHIN VICTORIA

Gippsland Freight Strategy 2013, (Gippsland Local Government Network, June 2013)

The Gippsland Freight Strategy is an evidence based strategy which sets out the actions necessary to enable the efficient movement of a growing freight task. The strategy:
• Identifies the scale and diversity of the existing freight task
• Identifies investments in critical infrastructure and regulatory reforms to facilitate heavy vehicle access between Gippsland and other regions (including southern New South Wales)
• Highlights the importance of improved access to skills training and job opportunities, and;
• Planning to ensure that communities in Gippsland can accommodate the future freight task.


Gippsland Logistics Precinct – Project implementation Plan, September 2012 (Latrobe City)
Latrobe City Council has had a significant long term interest and involvement in facilitating an open access intermodal freight terminal to meet the needs of our region. The development of the Gippsland Logistics Precinct (GLP) will establish a centre for the efficient and cost effective movement of freight to and from the Gippsland region.

Gippsland Regional Growth Plan (GLGN) May 2014
The plan identifies regionally significant transport opportunities that will help manage and promote regional growth.
Gippsland Regional Plan 2015 – 2020
The Gippsland Regional Plan is a strategic vision for Gippsland with a narrative that describes the desired future key outcomes for the region.
‘Road and rail infrastructure that facilitate increased freight access to Melbourne’s distribution and export hubs will enhance the competitiveness of these sectors. Enhanced maintenance and improved capability of infrastructure will make transport corridors more capable of withstanding disruption caused by natural events and improve the safety and efficiency of movement of people, freight and services in Gippsland and to connecting regions.’

SEATS Cross Border Heavy Vehicle Freight Study Feb 2013 (GHD)
The report identifies regulatory and physical road infrastructure constraints that impact on freight efficiency.

Strategic Economic Analysis and Future Direction - SEATS Region Cross Border Study 2013 (Cooney Consulting & Kastan Consulting)
The report identifies:
- Regulatory and physical road infrastructure constraints that impact on freight efficiency
- Profiles economic activity reliant on cross border freight movements
- Identifies the importance of cross border freight on regional economic wellbeing
- Prioritises regulatory and infrastructure constraints
http://www.seats.org.au

Victorian School Bus System
To make changes to the Victorian school bus system to allow the carrying of other fare paying passengers. The study has been completed and has Municipal Association Victoria (MAV) and Gippsland Local government Network (GLGN) support.
Under the School Bus Flexibility Project, trials have been conducted in Gippsland over the last two years. Advocacy for the adoption of eight recommendations, arising from the trials, for the State Government to streamline access to school buses for rural Victorians to better facilitate carriage of the general public, post secondary students and access to school buses is required.

SmartRoads - Road use hierarchy (VicRoads)
Each of Gippsland’s six Councils has developed a road use hierarchy. This hierarchy sets out priorities for pedestrians, bicycles, buses, traffic and freight for major towns in each municipality.

Prepared for Gippsland Local Government Network by Meyrick and Associates and updates the 2005 strategy. The report provides a transport strategy and priorities for Gippsland.

WITHIN NSW

Queanbeyan to Batemans Bay Corridor Strategy November 2011 (RMS)
A corridor strategy for the road transport system from Queanbeyan / ACT boundary to Batemans Bay on the NSW south coast.
The strategy addresses road safety, transport efficiency, asset maintenance and sets a 25 year framework for management of the corridor. This project considers six of the short-term priorities identified in the corridor strategy.

Kings Highway Route Safety Review March 2013 (Transport for NSW)
In 2012 a route safety review was conducted on the length of the highway from the eastern most border of the ACT, just south of Bungendore, to its junction with the Princes Highway immediately north of Batemans Bay, a distance of approximately 117 km.
Based on the above analysis a road safety strategy for the Kings Highway has been developed. The goal of this strategy is to achieve a substantial reduction in the incidence and severity of road crashes on the Kings Highway.


**Illawarra Regional Plan 2013-2020 (RDA Illawarra)**

The plan’s objective is to work with partners to create the conditions for business and employment growth through strategies, projects and regional engagement. Central to this objective is building community capacity, fostering diversified industry sectors and lobbying for the infrastructure the region needs.


**Illawarra-Shoalhaven Regional Plan, 2015 (NSW Planning & Environment)**

The Illawarra-Shoalhaven Regional Plan applies to the local Government areas of Kiama, Shellharbour, Shoalhaven and Wollongong and provides the strategic policy, planning and decision-making framework to guide the region to sustainable growth over the next 20 years.

The Plan will be used to drive economic growth in the region. It integrates economic, social and environmental considerations in the interests of achieving ecologically sustainable development for the region.


**South Coast Regional Strategy 2006-31 (NSW Department of Planning)**

The South Coast Region extends from 140 km south of Sydney to the Victorian State Border. The region includes the Shoalhaven, Eurobodalla and Bega Valley local government areas. The Regional Strategy incorporates the specific regional infrastructure requirements identified in the State Infrastructure Strategy 2006–07 to 2015–16. The Regional Strategy will continue to inform future infrastructure investment priorities for the South Coast. Infrastructure planning will take into account the broad planning framework identified in the Strategy, to ensure that future population growth is supported by services and associated infrastructure.

http://www.planning.nsw.gov.au

9.6.4 **Industry Policy and Strategies**

**How Safe are our Roads? - Rating Australia's National Network for Risk, 2011**

This report presents AusRAP risk assessment of the National Road Network.


**How Safe are our Roads? – Rating NSW’s Highway Network for Risk, 2011**

This report presents AusRAP risk assessment of ten highways on the NSW highway network.


**How Safe are our Roads? – Rating Victoria’s Highway Network for Risk, 2011**

This report presents AusRAP risk assessment of eight highways on Victorian highway network.


**Gippsland Freight Infrastructure Master Plan, November 2013.**

Committee for Gippsland's (C4G) Master Plan provides an industry perspective on freight and logistics issues in Gippsland. It identifies bottlenecks, inefficiencies, projects and initiatives and from this prioritisation of short and long term projects are identified.


Produced for Timber Towns Victoria, this study provides an assessment of road infrastructure needs over the next five years.

9.7 List of SEATS Members

AECOM; Bass Coast Shire; Baw Baw Shire; Bega Cheese; Bega Valley Shire; Bombala Shire; Bransgrove Transport; Canberra Airport; Cooma-Monaro Shire; Dyers Gippsland Transport; East Gippsland Shire; Eurobodalla Shire; Far South Coast RDA Committee; Goulburn-Mulwaree Council; Latrobe City Council; GHD-Morwell; Murray Goulburn Cooperative Ltd; NRMA; Port Kembla Port Corporation; Roads - ACT; Softwoods Working Group; Southern Inland RDA Committee; Southern Councils Group (NSW); NSW Roads and Maritime Services Authority; Palerang Council; Port of Melbourne Authority; Queanbeyan City; RDA Gippsland; Shellharbour City Council; Shoalhaven City; Snowy River Shire; Softwoods Working Group; Forests NSW-South-east Truck Safety Committee; South Gippsland Shire; Tumbarumba Shire Council; Tumut Shire; Upper Lachlan Shire; VicRoads; VicTrack; Yass Valley Council; Wellington Shire; Wollongong City Council. Wollondilly Shire.

Associate Members:  Ralf Kastan, Kastan Consulting; Mark & Sandy Williams, Sanmar Consulting; Kenn Beer, Safe Systems Solutions.

Note: Some NSW Local Government Areas, currently SEATS members, may be amalgamated in the near future.
9.8 Acknowledgements

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Scott Lawrence Regional Director Eastern Victoria, VicRoads
Peter Francis Manager Economic Development, Bass Coast Shire Council
Ken Fraser Manager Economic Development, South Gippsland Shire Council
Danny McDonald Manager Economic Development, Tourism & Customer Services, South Gippsland Shire Council
Renae Elrington Regional Manager, Roads & Maritime Services Southern NSW
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Chris Vardon OAM Former Executive Officer, SEATS
Sue Whelan OAM Councillor, Queanbeyan City Council and Deputy Chairman SEATS
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Barry McDonald RDA Southern Inland
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