A Strategic Transport Network for South East Australia

SEATS’ holistic approach supports economic development

FUNDING THE FUTURE
TRANSPORT – JOBS – LIFESTYLE

2013
Figure 1. The SEATS region

(shaded green)

Courtesy Meyrick and Associates
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Executive Summary

Targeted investment in particular transport infrastructure projects across south east Australia would significantly improve the operational efficiency of the transport network across this region and beyond.

This would boost the region’s economic competitiveness, stimulate investment, improve employment prospects and greatly enhance its ‘liveability’.

Purpose of this document

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

It is an invaluable resource:

• To assist SEATS’ members in preparing submissions for transport infrastructure funding;
• To provide political parties, politicians and government agencies with a logical and considered strategy for future investment in transport infrastructure in this region.

Background

The SEATS region (see Diagram 1 on p. 2) embraces south east New South Wales, eastern Victoria and the Australian Capital Territory, and is bounded by the Hume Highway corridor between Sydney and Melbourne and the coastal strip between Wollongong and Western Port Bay.

The need for additional infrastructure was identified collectively by local government authorities in this region, regional development organisations, state government agencies, private enterprise and tertiary education institutions through the South East Australia Transport Strategy (SEATS). All are members of SEATS. See p.46 for the list of SEATS members.

Together, these diverse organisations have taken a holistic approach to the region’s transport network and identified problem areas.

Targeted investment in these problem areas would facilitate the realization of the potential benefits from the region’s economic development.

SEATS acts as an advocate for its members to all levels of government to stimulate this investment and encourage them to work together to achieve it.

SEATS’ strategy:

This strategy promotes projects that go beyond the boundaries of individual 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, meeting existing and future needs while minimising environmental impact;
• Improve people’s access to jobs, education, recreation and health services with a safer and user friendly network;
• Ensure investment decisions about regional transport infrastructure are well informed and fully integrated with overall transport planning, evaluation and assessment.
Proposed additional infrastructure

Additional national, state and local infrastructure is needed in these particular problem areas to optimize the transport network’s operations in the south east region and its connections to markets beyond.

SEATS is already promoting some individual projects to all levels of government. These are not listed in any order of priority.

**Proposed rail links**
- Maldon–Dombarton link connecting Port Kembla directly with Main North South Rail Line (subject to current economic and viability studies)
- Unanderra to Moss Vale
- Tumut–Cootamundra – reinstatement of railway link
- Improved rail capacity between Nowra and Sydney (passing loops)
- Triplification of line between Caulfield and Dandenong – increases capacity for Bairnsdale line for freight
- Duplication of Cranbourne–Dandenong line
- Railway connection between Port of Hastings to Gippsland (medium term)
- Very Fast Train (High Speed Rail Network Sydney-Canberra-Melbourne)
- Beyond Nerriga (linking the Shoalhaven with inland network)
- Yallah Interchange
- Albion Park Bypass (F6) (Yallah to Oak Flats)
- F6 Motorway Waterfall to Kyeemagh
- Third crossing of the Shoalhaven River
- Upgrading of Bulli Pass (planning)
- Connection to Port of Hastings from Gippsland.

**Proposed intermodals**
- Capital Triangle (Goulburn, Yass & Canberra)
- Gippsland Logistics Precinct (Morwell)
- Canberra airport

**Proposed seaports**
- Port Anthony development at Barry Point
- Philip Island to Stony Point Ferry Link (car, passenger)
- Twofold Bay

**Proposed airports**
- Second Sydney Airport (subject to the completion of the current study).
1. Introduction

This south east region of Australia is one of the fastest growing regions in Australia. Having efficient transport infrastructure in place is fundamental to optimising the benefits from the area’s economic development.

The network of road, rail, sea ports, airports and intermodal facilities should be able to move freight, people and commodities efficiently both within the region and connect with the transport network beyond and link with markets.

SEATS members have put forward a strategy to do this, based on a holistic approach to the transport network across the entire region.

They want government at all levels to base future transport infrastructure planning decisions on an understanding of the entire network.

Such an approach would enhance 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.

Infrastructure Australia predicts between 2010 and 2030:

- truck traffic will increase by 50%;
- rail freight will jump 90%;
- the number of containers crossing the nation’s wharves will increase by 150%.


The Bureau of Transport and Regional Economics (BTRE), expects, between 2003 and 2020 non bulk freight will increase by 82% in tonne-kilometre terms, representing an average growth of 3.6% per year (BTRE Report 112).

The BTRE expects bulk freight will grow by 2.3% per year over the same period. It also notes, “In terms of tonne-kilometres, only 10 per cent is urban. Ninety per cent is non urban—that is, interstate and rest of state”. The non urban, interstate and rest of state component is of particular importance to the SEATS region.

Inter-regional freight movements between major intercity areas are projected to grow by 2.8% per year (tonnage). This relates to a doubling in 25 years – road is predicted to grow 3.3%pa and rail 1.9%.

Network planning, project planning and project implementation must consider the pressures placed on the transport network to maintain and enhance economic viability.
2. Network objectives

The Strategic Transport Network aims to:

- Boost economic competitiveness by improving access to jobs, sea and air ports and key locations of economic activity. The goal is to reduce the cost of doing business in the region.

- Protect the environment by providing transport systems and networks that are sustainable; that they 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, generally decisions to comply with federal and state audit frameworks as required.
It analysed the existing transport network in south east Australia, considered current and planned growth, and expanded on an earlier study.

This has been closely reviewed by SEATS members.

### 3.1 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 includes 23 Local Government areas and the ACT. See Diagram 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. This, with the Hume Highway, is Australia’s major freight corridor. Rail and road freight between Melbourne and Brisbane also occurs via this corridor as does road freight between Sydney and Adelaide/Perth.

### 3.2 Existing regional network

The existing highway and rail network in the south east of Australia has developed to follow the flow of goods, people and information between local communities within the region and between these communities and the three capital cities. See Appendix 9.1 — Existing Transport Network, p.29.

It also recognises the importance of maintaining strong connections with major regional economic nodes outside the SEATS region, including Geelong, the Western District and the Calder Corridor in Victoria, and the Riverina, Southern Highlands and Central West of NSW.

### 3.3 Identifying what’s needed

Having identified the existing network, areas were then identified 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 with a negative impact on transport efficiency for local business;
- A route that would improve access to domestic and international market freight networks within and external to the transport network.
- A link to provide safer and more reliable transport across the region.

See Table 1: Proposed additional infrastructure, p.9.

The additional infrastructure needed includes particular projects already identified by SEATS as priority projects, and detailed according to SEATS project template.

See Appendix 9.3 — SEATS priority projects, p.31.

The existing network together with the additional infrastructure required form SEATS Strategic Transport Network which links the network within south east Australia with all external routes and assets that underpin the region’s economic and social development.

SEATS strongly recommends that appropriate planning be implemented at the earliest opportunity to set aside corridors for future transport infrastructure.
Table 1. Proposed additional infrastructure

Areas where additional national, state and local infrastructure projects are needed to optimize the efficiency of the network well into the future.

It includes particular individual projects which SEATS is promoting to all levels of government over the next few years.

These areas are:

**Rail links**
- Maldon–Dombarton link connecting Port Kembla directly with Main North South Rail Line (subject to current economic and viability studies)
- Unanderra to Moss Vale
- Tumut–Cootamundra – reinstatement of railway link
- Improved rail capacity between Nowra and Sydney (passing loops)
- Triplification of line between Caulfield and Dandenong – increases capacity for Bairnsdale line for freight
- Duplication of Cranbourne–Dandenong line
- Railway connection between Port of Hastings to Gippsland (medium term)
- Very Fast Train (High Speed Rail Network Sydney Canberra Melbourne)

**Road links**
- Monaro, Barton, Federal and Kings Highways at Queanbeyan/North Canberra.
- Beyond Nerriga, linking the south coast of NSW to the Hume, Federal and Barton Highway corridors.
- Yallah Interchange
- Albion Park Bypass (F6) (Yallah to Oak Flats)
- F6 Motorway Waterfall to Kyeemagh
- Third crossing of the Shoalhaven River
- Upgrading of Bulli Pass (planning)
- Connection to Port of Hastings from Gippsland.

**Intermodals**
- Capital Triangle (Goulburn, Yass & Canberra)
- Gippsland Logistics Precinct (Morwell)
- Canberra airport

**Seaports**
- Port Anthony development at Barry Point
- Philip Island to Stony Point Ferry Link (car, passenger)
- Twofold Bay

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Table 1: Proposed additional infrastructure

<table>
<thead>
<tr>
<th>Areas where additional national, state and local infrastructure projects are needed to optimize the efficiency of the network well into the future.</th>
<th>Details</th>
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<td>Road links</td>
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</tr>
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<td>Intermodals</td>
<td>Capital Triangle (Goulburn, Yass &amp; Canberra)</td>
</tr>
<tr>
<td>Seaports</td>
<td>Port Anthony development at Barry Point</td>
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</table>
3.4 SEATS’ project template

The intention is that all SEATS priority projects will be substantiated using the project template that SEATS developed 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. See Table 2: Template for Projects, p. 11.

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

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

3.5 Last Mile Projects

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

All levels of government and industry need to consider ‘last mile’ issues at the planning stage together and fund any necessary projects accordingly. Last mile issues should have a much higher profile at the 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. Last mile projects could include upgrading of intersections and relatively short lengths of local roads, 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’. This would then minimise the future impact on Local Government funding.
Table 2. Template for projects

SEATS has developed a template for priority projects. Categories are: • Project overview, • Economic impact (including technology and telecommunications), • Option analyses, • Environment, • Social and cultural, • Risks. Project maps and photos must be included.

1. Project overview

This sets the scene for the proposed project. It allows for a description, the reasons for it, how it fits with government and regional policy, its benefits, estimated cost, linkages (to ports, markets etc), existing conditions and issues, future volumes, potential partnerships and current project status.

See Chapter 7 for information on Federal, State, local and industry policies and strategies. Refer to these to set the strategic context.

2. Economic impact

This section requires information on which sectors benefit from the project, their economic significance, the project’s impact on cities and regions, on improved accessibility, and stakeholder contributions where relevant.

Refer to Chapters 4 and 5 of this document for some regional information.

3. Option analyses

Funding agencies, e.g. Infrastructure Australia, require justification of the proposal. Analysis of the project options considered must also address the ‘do-nothing’ option to ensure the consequences of doing nothing are well documented.

4. Environment

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

5. Social and cultural

This section considers Native Title, heritage listing, and social connectivity issues. Heritage and Native Title (on Crown Land) can significantly impact project timelines. Social connectivity includes benefits such as improved access to health services, education, employment, recreation and retail.

6. Risks

Statutory and project risks have to be identified in this section and signed off.

7. Cost benefit analysis

This must set out the main financial benefits. Reference should be made to the requirements of the asset owner, lead agency or funding body.

In many cases, only a preliminary analysis may be possible because all project information may not be available.
4. Economic assets

The economic assets of the SEATS region include its:

- cities
- major regional centres and major towns
- sea ports and airports

4.1 Cities

Sydney and Melbourne lie at either end of the SEATS region. These two metropolises represent just under half of Australia’s population and, as such, exert considerable influence on centres within the SEATS region as well as on the entire transport network.

There are three major regional cities or centres within the SEATS region providing extensive regional services:
- Wollongong/Shellharbour/Kiama
- Canberra
- Dandenong – Cardinia/Casey

Their role not dissimilar to a sub metropolitan centre. They have populations of over 250,000 and a sprawling suburban network around a single, or multiple commercial centre. These centres include:

4.2 Major regional centres

A ‘Major Regional Centre’ is defined by the Department of Planning (NSW) as an ‘existing centre with an important role in providing regionally based services, shopping, education, recreation and employment. The full range of housing types are generally provided. The majority of growth and both housing and employment is to occur in the regional centres.’

In NSW, these centres are:
- Queanbeyan
- Warrawong
- Goulburn
- Shellharbour City Centre
- Bowral
- Dapto (planned)
- Nowra
- Batemans Bay
- Bega

In Victoria:
- Sale
- Bairnsdale
- Wonthaggi
- Warragul
- Traralgon/Morwell/Moe

4.3 Major Towns

Major Towns are defined by the Department of Planning (NSW) as large towns providing local and district services and facilities. These include the general range of weekly and some higher order goods and business services. Town centres are well established and they have the full range of housing types.

These are in NSW:
- Mittagong
- Moss Vale
- Yass
- Tumut
- Cooma
- Vincentia
- Sussex Inlet

In Victoria:
- Leongatha
- Korumburra
- Cowes
4.4 Sea ports

Sea ports within and external to the SEATS Region form an integral part of the regions vibrant economy.

In NSW, they are:

• Port Kembla NSW – trade throughput 2010/11 was 33.6m t, 58.9% of which was exports. Major commodities coal, iron ore, grain and steel. Port Kembla Ports Corporation

• Eden Port – trade throughput 1.2m t 2008/09, mainly woodchips (0.91m t exported). The multipurpose wharf is shared with Department of Defence. Port of Eden Home & Trade web pages

• Port Botany (Sydney Ports) – trade-throughput 1.784 TEU (twenty-foot equivalent units) in 2008/09. Sydney Ports Trade web page

In Victoria, they are:

• Port of Hastings – handles import/export oil, Liquid Petroleum Gas, unleaded petroleum and steel. Average value $1.7 billion 2000/01 to 2004/05. Meyrick/EconSearch, Port of Hastings-Economic Impacts Study

• Barry Beach Marine Terminal – main supply depot for offshore oil and gas operations in Bass Strait (21 platforms).

• Port Anthony—adjacent to Esso’s Barry Beach facility in Corner Inlet.

• Geelong Port – largest regional port in Victoria handling crude oil, petroleum chemicals, fertilisers, grains, steel, timber, woodchips and aluminium.

• Port of Melbourne – Australia’s largest container and general cargo port with throughout 2.16m TEU 2008/09. That year it handled 36% of Australia’s container trade. Port of Melbourne Overview, Fact Sheet September 2009

4.5 National airports

SEATS region receives many economic benefits from Melbourne’s Tullamarine and Avalon Airports and Sydney’s Mascot Airport.

Melbourne Airport is curfew free and carried 350,000 t of international and domestic freight 2006/07, of which 24% was export freight valued at $3.6 billion, and 35% was imports valued at over $10.4 billion. Melbourne Airport Fact Sheet April 2008

Canberra Airport is being developed as a regional multi-modal freight hub aimed at maximizing its contribution to the region’s economy. The forecast is for a 4.2% p.a. growth in passenger numbers, reaching 7.25 million passengers by 2029/30, of which 350,000 will be international. Noel McCann, Canberra Airport Director Planning, SEATS November 2009

Canberra airfield is a joint Defence/commercial facility and the only ‘shared’ facility in the SEATS Region

4.6 Second tier airports

Second tier airports within the SEATS Region are significant in both the short and long term. They are at:

• Goulburn,
• Shellharbour (Albion Park),
• Cooma (Snowy Mountains Airport),
• Moruya,
• Merimbula,
• Bairnsdale,
• West Sale,
• Traralgon
• Moorabbin.

Some continue to carry regular passenger traffic (RPT), while RPT has been discontinued at others or is intermittent.

The Department of Defence has ‘Defence only’ airfields at Nowra (HMAS Albatross), Jervis Bay and East Sale. Some private landings can be arranged. It is possible some of these facilities may be used for private and commercial operators in the future.
5. Economic drivers

Economic drivers in the SEATS region include its:

- resident population
- tourism
- employment lands
- agriculture, forestry and mining sectors
- commercial and recreational fishing

5.1 Resident population

Detailed characteristics of the resident population of SEATS region are contained in Meyrick and Associates 2007 Report. This is important background data for identifying both potential health and social travel demands.

The ‘Employment by Industry Type’ figure from that report, reproduced as Figure 2 below, is of particular interest.

It shows the proportion of major industry types employing residents in the SEATS region. The main industries are:

- Industry, construction;
- Utilities, retail, accommodation (including tourism) and transport;
- Education, health and services

Tourism is a key employer as well as an income and transport generator.

Figure 2: Employment in SEATS Region by Industry, from Meyrick and Associates, ‘SEATS Strategic Network: A Preliminary Definition’, 2007.
Appendix 10.3 provides some selected demographic data showing:

- Average taxable income Gippsland versus Victoria 1997-2007;
- Population predictions for Gippsland for 2036
- Income trends Australia versus Canberra and south east NSW shires;
- Weekly median incomes for SEATS’ NSW shires versus Australia;
- Employment by industry in Queanbeyan, Palerang and Eurobodalla Shires.

5.2 Tourism

Tourism peaks are critical drivers of infrastructure in this region.

Key tourism activities provide strong peak demands which impact on road transport decisions, as well as being a key focus for rest stop initiatives.

Tourism peaks occur on:

- Phillip Island – for motor sport and tourist coach visits to Penguin watching;
- Victorian snow fields – transport corridors through East Gippsland and the Great Alpine Rd to snowfields in NE Victoria;
- NSW snow fields – primarily accessed from the north (Canberra, Sydney) impacting on the region’s transport capacity. There is also some visitation to the snow fields from Victoria and South Australia;
- Canberra, the national capital, is a major drawcard for organised tourism by overseas tourists, retirees and school groups, particularly by coach;
- Leisure activities impact on the Princes Highway.

Excellent land transport infrastructure is essential for the tourism industry. See Appendix 10.5 for more details on Bass Coast and Eurobodalla tourism.

5.3 Employment Lands

Employment lands are those areas identified by government for future development for industry and commerce. They will be major factors in creating demand for improved transport infrastructure.

In NSW

Large areas of employment lands have been identified at Nowra, Berrima/Moss Vale, Goulburn and Dapto/Kembla Grange, Albion Park/Calderwood, Queanbeyan, Yass and Crookwell.

Considerable transport and employment demands have already been created at Tumut, by becoming the centre of softwood timber processing, and at Bega with Bega Cheese.

In the Capital Region, the Mitchell and Hume areas and Queanbeyan are important employment lands.

In Victoria

Large areas of future employment lands have been identified at Traralgon/Morwell/Moe, Cranbourne, Pakenham and Dandenong.

Significant employment lands have also been set aside in Cardinia Shire. See Appendix 10.4 for more information.

5.4 Agriculture, forestry & mining

These industries produce a strong freight transport task and are key to shaping SEATS Strategic Network.

They include the key areas of:

- timber and value added products (including Visy and Maryvale),
- dairy and dairy processing (including Bega Cheese and Murray - Goulburn Cooperative),
- grazing
- horticulture (Gippsland)
- Coal reserves near NSW’s Southern Highlands,
- the city of Wollongong,
- the port at Port Kembla
- Central Gippsland.

See Appendix 10.6 for more information on Bass Coast and Cardinia.

Satisfying industrial demand places substantial demands on transport infrastructure. This includes providing quarried material to the construction industry both within and outside the SEATS region, as well as specialty operations (e.g. glass sands).

This region’s significant quarry resources are located at Bombo (Kiama), Shellharbour,
Shoalhaven River, Lake Bathurst, South Queanbeyan, Cranbourne and Lang Lang. Railway ballast from quarries south of Wollongong is hauled by road and then railed throughout NSW.

Hard rock and sand quarries around Marulan are currently being developed and will become a major suppliers to Sydney over the next 20 years.

In the Bass Coast shire, for example, employment in the quarry sector has increased by 75% (1996 to 2006), impacting on local roads. See Appendix 10.6. for more information.

Other local resources can add to the transport task but are generally small volume operations.

### 5.5 Fishing

Commercial fishing in the SEATS Region has declined in recent times.

Victoria’s two main fishing ports in the SEATS region are at Lakes Entrance and San Remo. Some commercial fishermen also operate out of Mallacoota, Port Albert, Port Franklin and Port Welshpool.

NSW’s main fishing ports in this region are Wollongong, Nowra and Eden.

Other commercial and recreational fishing ports include Kiama, Greenwell Point, Ulladulla, Batemans Bay, Narooma and Bermagui.

These ports also contribute to the growing tourism industry, the recreational boating industry and local communities.

### 5.6 Environment — Climate Change

Consideration needs to be given to both the impact of climate change and protecting our environment when planning and implementing projects.

Transport systems should improve efficiency, minimise emissions and minimise consumption of scarce energy resources as well as recognise the effect of the carbon tax and possible future emissions trading schemes.
6. Social drivers

6.1 Access to Services

The settlement pattern in this region is of smaller communities accessing services and facilities in regional centres and cities. These include health, education sport and recreational facilities, regional 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. This is what generates the wealth and employment within the region.

Major Regional Centres also rely on major road and public transport connections to capital cities. This maintains strong regional economies able to take an increased share of population growth.

6.2 Employment

Public transport services within this region are unable to provide adequate access to employment. Yet such access is essential for the growth and sustainability of communities within the region.

Their growth is essential to promote future investment in industries and create new jobs for the future.

6.3 Safety

The region has a high incidence of fatal accidents and severe injuries from run off road crashes, highlighting deficiencies in the road network. This history suggests improved safety is a priority. It needs to be both efficient and safe; engineering must provide room for forgiveness and adequately guide and regulate traffic.

Ongoing funding is needed 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 cost to the community.

The network carries significant commuter traffic and, in many parts, significant numbers of heavy vehicles. It also carries significant tourism traffic with seasonal peaks which sometimes conflict with other road uses. These influences need to be considered when designing any improved infrastructure.

Our ageing population also has implications for the road network, especially when the ‘grey nomads’ combine with general visitors to the region. This, together with increased freight transport, means increasing delays and accidents unless the road network allows for more multi-lane divided highway or overtaking lanes, town bypasses and rest areas.

The road network needs to grow and evolve as the communities it supports grows and evolves. An appropriate level of safety and efficiency is paramount for residents, businesses and industry to access services.

Appendix 10.7 provides selected crash data for parts of the network.

6.4 Ageing and social inclusion

SEATS catchments of regional Victoria and NSW are characterised by significant areas of social disadvantage.

There are recognised locations within these areas where incomes are below the state average. They have an ageing population and unemployment
above their State average. This has implications for service provision by Local, State and Federal Governments, and in particular the mix of transport provision and infrastructure requirements.

Low incomes, unemployment and an ageing population place larger demands on public transport and health services.

Many residents regularly travel outside their local area to seek special medical and hospital services, e.g. NSW South Coast residents travel to Canberra; western area residents travel to Canberra or Wagga Wagga; East Gippsland residents travel to Latrobe Valley; West and South Gippsland residents travel to Melbourne.

If the government wants to avoid a decline in the health of its rural residents, it must either:
- Improve patient transport, hospital and specialist medical services in the region, OR
- 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 a number of other benefits in removing vehicles from the road, encouraging tourism, assisting young people and the unemployed to travel to work, training and education.

An ageing population leads to people giving up driving, or only driving short distances around their immediate neighbourhood, due to either 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 on larger population centres, there is a real risk that people without a car will become socially isolated. An ageing population therefore leads to changing infrastructure requirements.

Future design of the road network and public transport therefore has to 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;
- Public transport needs to be accessible and easy to use - e.g. disabled access buses, simple ticketing systems, roadside rest stops;
- Public transport must be affordable and frequent to enable both inter-regional commuter travel, local travel and intra regional travel for students to attend education and training;
- Public transport must also inter-connect.

6.5 Access to Ports and Cities

Better access to seaports, airports, intermodals and cities improves the viability of regional industries enabling them to compete more effectively in local and global markets.

Access to ports and cities is provided principally by the road network and in some cases by rail. Access must provide for freight movement, access to services, commuter access for employment, and seasonal tourism traffic.
7. Strategic context

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

The following policies and strategies are a guide to many federal, state and local policies and strategies. The list is not exhaustive and further research should be done when preparing submissions.

7.1 Federal Policies and Strategies

Australian Infrastructure Progress and Action 06/12: A Report to Council of Australian Governments.

This report covers the goals, key challenges, achievements and a way forward. Information on the 2012 submissions and priority list is provided.


Better Infrastructure Decision Making Guidelines, May 2012

Using the reform and investment framework provides guidelines for making submissions to Infrastructure Australia’s Infrastructure Priority List.


Communicating the Imperative for Action, June 2011: A Report to Council of Australian Governments

This covers National Challenges for Australia’s infrastructure in 2011 and also the seven themes previously identified:

1. Transforming our Cities,
2. Adaptable and secure water supplies,
3. A true national energy market,
4. Competitive International gateways
5. A national freight network
6. A national broadband network
7. Essential indigenous infrastructure

Information is also provided on the 2011 infrastructure priority list.


Getting the fundamentals right for Australia’s Infrastructure Priorities, June 2010

This report seeks to get the fundamentals right for long term infrastructure planning and also updates the nation’s infrastructure priorities. This report addresses the seven themes. The Reform and Investment Framework provided is as follows:

1. Goal definition
2. Problem Identification
3. Problem assessment
4. Problem analysis
5. Option generation
6. Option assessment
7. Solution prioritization


Regional Infrastructure Fund Guidelines

The document sets out eligibility guidelines and conditions of funding for projects.

National Ports Strategy: Infrastructure for an economically, socially and environmentally sustainable future, December 2010

It addresses both bulk and commodity ports and identifies four priorities:
1. Planning for relevant ports
2. Ensuring plans can be executed
3. Improving landside efficiency, reliability, security and safety of container ports
4. Promoting clarity, transparency and accountability.


Building Australia’s Future-A Review of Approval Processes for Major Infrastructure, June 2009

The report examines approval processes and identifies three key problems
1. Fragmented processes
2. Multiple layers
3. Lack of strategic planning


National Infrastructure Priorities: Infrastructure for an economically, socially and environmentally sustainable future, May 2009

This identifies nine key challenges
1. Deliver better governance
2. Create competitive markets
3. One Nation one set of rules
4. Better use of existing infrastructure
5. Climate change
6. Supporting our cities
7. Boosting exports
8. Supporting indigenous communities
9. Supporting rural communities


COAG Road Reform Plan, March 2011

The plan outlines impact on Local government and heavy Vehicle pricing and funding reform. www.roadreform.gov.au

http://www.roadreform.gov.au/DesktopModules/Bring2mind/DMX/Download.aspx?TabId=100&EntryId=1015&Command=Core_Download&PortalId=0&TabId=100

National Road Safety Strategy 2011-2020, Australian Transport Council (ATC)

Provides information on road safety initiatives and sets future goals.


A report to the Council of Australian Governments – December 2008

This report prepared by Sir Rod Eddington provided a new approach to infrastructure provision.

- A national and balanced approach.
  Infrastructure Australia’s aim is to drive the development of a long term, coordinated national approach to infrastructure planning and investment, focusing on transport, water, energy and communications.

- Infrastructure Australia’s objectives are to:
  - increase the economic standard of living for Australians;
  - achieve environmental sustainability and reduced greenhouse gas emissions;
  - improve social outcomes, quality of life and reduced social disadvantage in our cities and regions.

- Infrastructure Australia will pursue these objectives through seven strategic priorities being:
  - expanding Australia’s productive capacity;
  - increasing Australia’s productivity;
  - diversifying Australia’s economic capabilities;
  - building on Australia’s global competitive advantages;
  - developing Australia’s cities and regions;
  - reducing greenhouse emissions; and
  - improving social equity and quality of life in our cities and regions.

- Infrastructure Australia’s approach to infrastructure planning and investment reflects the following principles:
  - A national perspective to complement state and territory ambitions.
  - Infrastructure Australia has taken a national perspective in setting priorities for infrastructure investment by adopting a principle-based approach with a strong cooperative national focus.
  - A triple-bottom line approach.
Infrastructure Australia has given regard to economic, environmental and social benefits, costs and outcomes when making assessments and providing advice. It has sought to balance across all three areas, by placing a strong emphasis on benefit to cost ratio analysis, including wider economic benefits.

- Efficient use of existing infrastructure and resources.

Infrastructure Australia has considered a wide range of potential solutions – looking beyond new capital projects to assess other areas requiring change such as existing operational processes or existing resource allocation or existing methods of pricing.


### Nation Building Package – Investing in Australia’s Future, July 2010

The package covers transport and community infrastructure and addresses investing in community, safety, transport and the economy.


### Nation building for the future, May 2009

This identifies projects that support the nation’s productivity and prosperity.


### National Transport Policy Framework, a new beginning 2008

State and Territory Transport Ministers were invited to develop a coordinated national policy framework and plan covering:

- Economic framework for efficient transportation marketplace
- Infrastructure planning and investment
- Capacity constraints and supply chain performance
- Urban congestion
- Climate change, environment and energy
- Safety and security
- Strategic research and technology
- Workforce planning and skills
- Social inclusion
- Governance


### AusLink White Paper 2004

The AusLink paper provides a strategic approach to the Australian land transport network and infrastructure delivery.


### Sydney Melbourne Corridor Strategy 2007

The Sydney Melbourne corridor forms the north western boundary to the SEATS region, and forms part of the process of developing corridor strategies for the AusLink national network.


### Sydney-Wollongong Corridor Strategy 2007

This strategy provides the strategic context for the northern end of the SEATS region, and forms part of the AusLink process of developing corridor strategies for the AusLink National Network.


### Melbourne Urban Corridor Strategy 2007

This strategy provides the strategic context for the south western end of the SEATS region. It forms part of the AusLink process of developing amongst other things, the corridor strategies for the AusLink National Network.


### Melbourne-Sale Corridor Strategy 2007

This corridor provides an important link for freight, tourism and commuter traffic between the wider Gippsland region and Melbourne.


### High Speed Rail Study July 2011

The study, which is being carried out in two
phases, is looking at potential routes from Brisbane to Sydney, Canberra and Melbourne, as well as the economic viability of such a network. It is drawing on international experience, public and private sector expertise, growth forecasts and other contemporary data.

Work on the second and final phase of the study has now commenced, and was scheduled for completion in late 2012.


7.2 State Policies and Strategies

Changes in NSW and Victorian State Governments have meant that these policies are still being developed. With many new policies anticipated.

In Victoria

Victorian Freight and Logistics Plan

The Department of Transport is responsible for preparing the Plan which is expected to be completed by early 2013.


The Victorian Transport Plan 2008

This sets out the investment needed ‘for a prosperous, liveable and sustainable Victoria’. Priorities for decision making are set out as:

- “Using transport investment to change the shape of Victoria to make jobs and services more accessible.
- Linking regional, rural and metropolitan Victoria so all parts of the state share in the benefits of population and economic growth.
- Creating a metro system by improving the capacity, frequency, reliability and safety of public transport.
- Linking our communities by closing gaps, reducing congestion and improving safety on our roads.
- Lowering our carbon footprint from transport.
- Strengthening Victoria’s and Australia’s economy by supporting freight, industrial growth and new jobs.”


Regional Growth Fund July 2011

This fund provides $1 billion over eight years for rural and regional Victoria. The fund provides for a number of programs:

- “Economic Infrastructure
  - Growing and Sustaining Regional Industries and Jobs
  - Transforming and Transitioning Local Economies
  - Building Strategic Tourism and Cultural Assets
  - Energy for the Regions
- Developing Stronger Regions Program
- Local Government Infrastructure Program
- Putting Locals First Program”


VicRoads Strategic Directions 2012 – 2014

This 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”


Victoria’s Road Safety Action Plan 2011-2012

This seeks to strengthen the road safety effort in Victoria, and focuses on three key areas:

- “Delivering major improvements to regional highways, country roads and bridges
- Targeting irresponsible road users who put the lives of others at risk
- Restoring confidence in speed zones and speed enforcement technology.”


Victoria’s Arterial Bridges – Critical links for transport efficiency

Prepared by VicRoads, this is a strategy for
managing the performance of bridges on Victoria’s arterial roads.

A Stitch in Time – Victoria’s Road Maintenance Strategy

This strategy is aimed at maintaining and improving the road network.

In New South Wales

Bureau of Transport Statistics
Provides regularly updated transport statistics.
http://www.bts.nsw.gov.au

NSW Long Term Transport Master Plan - a new approach to transport planning, 2012

The draft Master Plan aims to provide NSW with a clear direction for transport over the next 20 years. The draft document is available for public comment with the final master plan proposed to be released in November 2012.

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 which include:
• Drive economic growth in regional NSW (Goal 3),
• Reduce travel times (Goal 7),
• Improve road safety (Goal 10),
• Invest in critical infrastructure. (Goal 19)

Goal 19 “Invest in critical infrastructure” identifies three targets
1. “Increase expenditure on critical NSW infrastructure
2. Improve the quality of urban and rural state roads
3. Enhance rail freight Movement”


Building the Country Package - Local infrastructure support fund

The Department of State and Regional Development’s Local infrastructure support fund “aims to help offset the cost of specific critical infrastructure required for business establishment, expansion or relocation in regional NSW.”

NSW State Infrastructure Strategy 2008-18

This includes information on proposed regional infrastructure. Of particular interest to SEATS members is the section on the Illawarra-South East. A listing of rail, ports and road projects is provided.
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

This applies “to the local government areas of Wingeccarribee, Goulburn Mulwaree, Upper Lachlan, Yass Valley, Palerang and Queanbeyan, and is one of a number of regional strategies prepared by the Department of Planning.” Amongst other items the strategy contains sections on economic development and employment growth and regional transport.


Queanbeyan to Batemans Bay – Corridor Strategy September 2009

Produced by the then NSW Roads and Traffic Authority (RTA) and includes sections on transport demands and roles, future corridor changes and strategic responses.


Illawarra Regional Strategy (2006-31)

Developed by the NSW Department of Planning, this strategy “represents an agreed NSW Government position on the future of the Illawarra”. It includes sections on regional transport and economic development.


Network and Corridor Planning Practice Notes 2008

These were developed for RMS (formerly RTA) planners, however, the notes include guidance on:

“Developing the RTA’s long term position on the road network and corridors to assist other government agencies, including local councils, and the community to understand what may broadly be expected in respect of the management of a particular corridor in the future.”


7.3 Local Policies and Strategies

Kings Highway – Eurobodalla Shire Council Submission to the Kings Highway Safety Review 2012

This submission calls on the State Government to develop a detailed route plan and carry out improvements to the Kings Highway.


Regional Plan 2010 – 2015 September 2011

This was prepared by Regional Development Australia – Illawarra. It documents the vision and direction for the Illawarra region.


Gippsland Region Priority Areas and Projects – a summary of current regional projects that require Government funding support, March 2012

Prepared by the Gippsland Regional Leadership Group. The report identifies regional projects and advocacy programs.


Gippsland Logistics Precinct – Project implementation Plan, May 2011

Latrobe City has had a long term involvement in developing the Morwell site as a freight inter-modal for the Latrobe Valley and Gippsland region.


Gippsland Regional Plan 2010

The plan prepared on behalf of Gippsland Local Government Network (GLGN), Regional Development Australia (RDA) and Gippsland Regional Managers forum (RMF) provides a
regional overview, strategic context and regional priorities.


7.4 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.


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


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

8. Conclusion

This document defines the current strategic transport network for the SEATS region and areas where future projects are needed, as endorsed by its membership.

Defining the network also provides an essential understanding of existing government and industry policies and strategies, which can then be used as a basis for future project development.

The south east is one of the fastest growing regions in Australia. It needs the most efficient level of transport infrastructure that can be provided and in a timely and satisfactory manner. That requires governments at all levels to work cooperatively to properly identify, plan and fund transport infrastructure projects to benefit the whole region.

That is why SEATS has developed a strategic network document that identifies where appropriate infrastructure is needed. An effort has been made to provide regional economic information that SEATS members can use to support submissions for particular infrastructure projects using the SEATS project template. An overview of most relevant policies and strategies is also included. These should also be researched and reference made to them when supporting project submissions.

SEATS prides itself on providing a non party political and non parochial forum across all levels of Government to promote transport improvements and solutions within our region. These underpin economic development and social outcomes.

SEATS aims to stimulate investment in transport infrastructure to provide for employment growth, and the economic and social viability of the region.

SEATS recognises the need to constantly update the economic, social and cultural information in this report. This will be done over the next two years as part of the biennial review process.

This document is intended as a resource for completing the SEATS project template and should form part of the strategic argument in support of projects.
9.1: Existing transport network

**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**

**Significant Freight Corridors**
- Hume Highway (Sydney-Melbourne)
- Barton Highway
- Federal Highway
- Princes Highway including F6
- Picton Road (Wollongong to Hume Highway)
- Southern Freeway / 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 to Koo Wee Rup Road (Koo Wee Rup to Pakenham)
- Western Port Highway (Dandenong Hastings Road)
- Clyde – Five Ways Cranbourne Road

**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
- Tarago (road, rail - currently waste only)
- Eden (road, sea)
- Wagga Wagga (road, rail)
**Air Links – with Regular Passenger Traffic (RPT)**
- Canberra
- Merimbula
- Moruya

**Air Links - Non RPT**
- Albion Park (Illawarra RA)
- Nowra (HMAS Albatross - RAN)
- Cooma (Snowy Mountain Airports)
- West Sale
- East Sale (RAAF)
- Traralgon (Latrobe)

### 9.2 Current road categories within the network

The Council of Australian Governments (COAG) signed off on the different categories of roads in Australia in the early 1990s, i.e. which level of government is responsible for each category.

The three categories are:
- National Nation Building Network – Federal Government responsibility;
- State Roads – State Government responsibility;
- Local Roads – responsibility of Local Government with support from Federal and State programs.

In NSW, ‘Regional Roads’ is an additional category - these are maintained by local councils, 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 being funded by the State Government, and Municipal Roads being funded by Local Government with assistance from Federal and State Government grants.

A further category impacting on SEATS Strategic Network is roads or tracks within State Government managed lands, e.g. State Forest, National Parks, Department of Sustainability and Environment, Parks Victoria etc. This is particularly relevant for transport networks associated with the logging industry.

Some roads can be subject to part classification, such as the Princes Highway. The Princes from Sydney to Wollongong is part of the National Network, as is MR513 (Mt Ousley/F6 Southern Freeway) to Port Kembla, and then the Princes Highway from Sale to Melbourne. The remainder of the Princes Highway is part of the respective State Networks.

The following two tables show the status of roads in SEATS’ Strategic Network.
Table 4: Categories of Roads in NSW in SEATS Strategic Network

<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>HW1 Princes Hwy, F6 Southern Freeway/MR513 &amp; 85 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></td>
<td>Wollongong to Jervis Bay Road</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>HW19 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>HW19 Illawara Highway</td>
<td>Albion Park to Hume Highway (Sutton Forest)</td>
<td>State Highway</td>
<td>State Network</td>
<td>NSW Government</td>
<td>SEATS advocates government funding</td>
</tr>
<tr>
<td>MR51 Kings Highway</td>
<td>Princes Highway Batemans Bay to Queanbeyan</td>
<td>State Highway</td>
<td>State Network</td>
<td>NSW Government</td>
<td>Load limit of 42.5 tonnes on historic Hampden Bridge at Kangaroo Valley. MR52 upgrade will provide freight task link between Nowra to Hume Highway</td>
</tr>
<tr>
<td>MR281 Moss Vale Road</td>
<td>Bonaderry to Moss Vale</td>
<td>State Road</td>
<td>State Government</td>
<td>State Government</td>
<td>Significant for timber haulage</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>SEATS advocates continuation of staged improvements</td>
</tr>
<tr>
<td>Barton Highway</td>
<td>Canberra to Yass</td>
<td>State Road + ACT</td>
<td>State Government + ACT</td>
<td>State Government</td>
<td>SEATS advocates continuation of staged improvements</td>
</tr>
<tr>
<td>Access Road to F6 Southern Freeway &amp; MR602 Masters Rd &amp; MR295 Springhill Road</td>
<td>Princes Highway Gwyngellville to Port of Port Kembla</td>
<td>Regional Road</td>
<td>Regional Road NSW State Government</td>
<td>Local Government + NSW Government</td>
<td>SEATS is advocating that this sector of Regional Road is a connector road to Port Kembla Port and should be included in the National Network</td>
</tr>
<tr>
<td>MR92</td>
<td>- Nowra to Nemiga - Beyond Nemiga (to Braidwood or to Tarago)</td>
<td>Regional Road + Local Road</td>
<td>- State + Local Government - State + Local Government - Local Government</td>
<td>Funded by Federal, NSW and Local Government - State + Local Government - Local Government</td>
<td>An economic analysis/route identification study is advocated to determine the long term priority route beyond Nemiga</td>
</tr>
<tr>
<td>Gocup Road</td>
<td>Turn to Hume at Gundagai</td>
<td>Regional Road</td>
<td>State Government</td>
<td>State Government</td>
<td>SEATS advocates continuation of staged improvements</td>
</tr>
<tr>
<td>HW4 Snowy Mountains Highway</td>
<td>Bega to Hume Highway (via Cooma &amp; Tumut)</td>
<td>State Highway</td>
<td>State Government</td>
<td>State Government</td>
<td>SEATS advocates continuation of staged improvements</td>
</tr>
<tr>
<td>MR95 Picton Road</td>
<td>P6 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>Turn 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>
</tbody>
</table>
Table 5: Categories of Roads in Victoria in SEATS Strategic Network

<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>Princes Highway (East) (A1)</td>
<td>Sale to Dandenong</td>
<td>Freeway</td>
<td>National Network “M” road, “A” road east of Traralgon</td>
<td>Federal Government with State Government</td>
<td>Project included in AusLink funding program</td>
</tr>
<tr>
<td>South Gippsland Highway (A440)</td>
<td>Dandenong to Leongatha to Yarram to Sale</td>
<td>Arterial Road</td>
<td>State Government “M” road Dandenong to Lang Lang, “A” road to Sale</td>
<td>State Government</td>
<td>SEATS advocates continuation of staged improvements</td>
</tr>
<tr>
<td>Monaro Highway (B23)</td>
<td>NSW Border to Princes Highway at Cann River</td>
<td>Arterial Road</td>
<td>State Government “B” road</td>
<td>State Government</td>
<td>Strategic Link from Princes Highway to ACT + Hume Highway</td>
</tr>
<tr>
<td>Bass Highway (A420 and B460)</td>
<td>Lang Lang to Leongatha</td>
<td>Arterial Road</td>
<td>State Government “A” road west of Anderson, “B” road east of Anderson</td>
<td>State Government</td>
<td>SEATS advocates continuation of staged improvements</td>
</tr>
<tr>
<td>Great Alpine Road (tourist route) (B500)</td>
<td>Bairnsdale to Wangaratta</td>
<td>Arterial Road</td>
<td>State Government “B” road</td>
<td>State Government</td>
<td>SEATS advocates development as a significant tourist road</td>
</tr>
<tr>
<td>Strzelecki Highway (B460)</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>Healesville – Koo Wee Rup Road (C422)</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>Clyde – Five Ways Cranbourne Road (C497)</td>
<td>Princes Hwy 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>Western Port Highway (Dandenong Hastings Road) (M780, A780)</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></td>
</tr>
<tr>
<td>Phillip Island Rd (B420)</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>

![Log truck](image1.jpg)

![Log pile](image2.jpg)
9.3 SEATS Current Priority Projects as at 25 March 2013

**Port Kembla Upgrade**

*Estimated Cost: $660m (Stage 1: $97m)*

**Purpose:** To reclaim approximately 52 ha of land 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.

The Maldon – Dombarton Rail Link is a necessary part of the transport infrastructure needed to assist with the utilisation of Port Kembla. The Federal Government has committed significant funds to study this proposal.

**Port of Hastings**

*Estimated Cost: Initially $120m over four years, commencing 2012 – 2013*

**Purpose:** Planning for and construction of the Port of Hastings as an international container port, including planning for transport links.

This is the preferred site to enhance Victoria’s international port capacity. The Victorian Government’s 2012 submission to Infrastructure Australia highlights that the port could play a role in the export of natural resources from Gippsland.

The planning part of the project will prepare for construction of the first-stage development and associated transport corridor planning that will contribute towards more efficient gateways to port for Gippsland’s natural resources.

**Kings Highway: Batemans Bay – Braidwood**

*Estimated Cost: $66.1m*

**Purpose:** This project involves the reconstruction and realignment of sections of the Kings Highway between Batemans Bay and west of Northangera Bridge (east of Braidwood).

The desired outcome is the provision of consistent lane widths of 3.5m minimum with lane widening on curves for heavy transport vehicles and sealed shoulders width of 1.0-3.0m on both sides.
This will provide sufficient overtaking opportunities to better manage the use of the route by transport vehicles during normal times and peak traffic volumes occurring each week on Friday, Saturday and Sunday, as well as throughout the peak summer and school holiday periods.

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

This project has been divided into 12 separate projects as follows:

- Nelligen East $8m
- Mongarlowe River to Northanger Creek $6.75m
- West of Clyde Mountain to Mongarlowe River $12m
- West of Northanger Creek $2.375m
- Old Bolaro Road $4.095m
- Misty Mountain Road $12.915m
- East of Government Bend $3.308m
- Allards Lane $3.76m
- Bosleys Culvert $2.57m
- Lyons Road $2.93m
- Black Flat Road $3.77m
- Western Distributor Road $3.5m

**Princes Highway:**

**Victoria Creek realignment**

*Estimated Cost: $40m*

**Purpose:** To improve the highway alignment and provide a wider bridge.

The highway was narrow and had poor alignment with poor overtaking opportunities.

SEATS supports the findings of the Coronial Inquiry of 2008 which indicated that the Highway from Victoria Creek to Dignams Creek should be upgraded in its entirety.

This work has now been completed.

**Princes Highway:**

**Dignams Creek realignment**

*Estimated Cost: $1m for ongoing planning. Construction cost yet to be determined.*

**Purpose:** To realign the road with a new bridge at Dignams Creek.

Investigations into possible realignments are in progress with possible routes being identified. The need for an Aboriginal focus group has been identified. Funding has been allocated for planning.

**Gocup Road:**

**Tumut-South Gundagai**

*Estimated cost: $82.5m*

**Purpose:** Gocup Road is the primary connection between Tumut and the Hume Highway at South Gundagai. It is:

- the principal vehicular route for all traffic to and from Tumut;
- the primary heavy vehicle route for over 80% (2.3m t) of 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 30.1km length of Gocup Road from Tumut to South Gundagai to current RTA design standards over the next five years.
Barton Highway

**Estimated cost:** $0.5 billion

**Purpose:** The Barton Highway provides a strategic transport link to and from the ACT for south-west NSW and Victoria. It also provides a link to the far-south-coast of NSW.

The Barton Highway project involves the duplication of 33km of road to provide dual carriageway from the Hume Highway at Yass to the existing dual carriageway at the ACT border.

The project includes realignment of the road at a number of existing black spots as well as bypassing the village of Murrumbateman.

It will improve safety and accessibility to the ACT and allow for further population growth in Yass and Murrumbateman. It will stimulate significant economic growth in Yass and southern NSW by providing an improved transport link to the nation’s capital.

Princes Highway East:

Traralgon-Sale

**Estimated cost:** $500m ($175m already allocated)

**Purpose:** This project is to duplicate the 51km section of the Princes Highway from Traralgon to Sale to provide a four-lane divided highway.

Construction has been completed on the first stage of works from Traralgon-Maffra Road to Stammers Road in Traralgon East and Sale to Wurruk in the eastern part of the project.

Where possible the existing road reserve is being utilised, however additional road reserve will be required to accommodate a divided road and minimise impact on native vegetation.

Picton Road

**Estimated Cost:** $43m

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

Further improvements to alignment, in addition to the current $12m project, are required to address the high incidence of accidents on this road.

Princes Highway:

Gerringong-Bomaderry realignment

**Estimated Cost:** $856m

**Purpose:** To realign and widen the Princes Highway between Mount Pleasant (north of Gerringong) and the urban area of Bomaderry - a distance of 32 km.

This upgrade will replace the existing single lane carriageway that crosses the Foxground ridge and has poor horizontal and vertical alignment with little overtaking opportunities with a dual lane carriageway divided in its entire length by various forms of traffic management engineering structures.

Already the route has been the subject of extensive engineering and environmental analysis and community consultation. Various route options were considered with a final route now having been determined.
Princes Highway: South Nowra duplication

**Estimated cost:** $62m

**Purpose:** To upgrade the existing Princes Highway single carriageway from the southern end of the Nowra residential area, through the growing South Nowra industrial precinct, and connect to the recently upgraded four-lane divided carriageway at Forest Road Falls Creek.

Distance 6.3km.

The project will deliver a divided carriageway with a combination of two-three lanes in both a northerly and southerly direction. This configuration should also deliver adequate options at each intersection appropriate to the type of catchment (including B-doubles) to be serviced now and into the anticipated future.

Some realignment and reconfiguration of side streets may need to be undertaken to minimise the number of intersections to maximise the priority to through traffic but not to the detriment of providing “last mile” connectivity.

This project is currently under construction.

---

Princes Highway East: Nar Nar Goon–Longwarry

**Estimated cost:** $50m

**Purpose:** To improve road safety by removal of remaining unrestricted at-grade access on Princes Highway East between Nar Nar Goon and Longwarry North.

This section of the Princes Highway is not access controlled and experiences higher-than-average crash rates.

The Highway is the backbone of Gippsland’s transport network and provides crucial east-west transportation through the region, connecting Melbourne to four of Gippsland’s local government municipalities and to the regional cities of Warragul, Moe, Morwell, Traralgon, Sale and Bairnsdale.

Traffic volumes on the Highway are increasing and remaining uncontrolled access points may pose a road safety risk.

The separation of at-grade intersections at Sand Road, Bunyip-Tonimbuk Road, Garfield Road and Tynong Road, as well as other access-control treatments, would ensure no direct access to the highway from properties or north-south roads, providing freeway conditions for freight.

---

East West Link

**Estimated cost:** $10 billion plus ($10 billion was 2008 estimate)

**Purpose:** To construct a freeway-standard link connecting the Eastern Freeway to CityLink, the Port of Melbourne and the M80 Ring Road.

This would provide critical additional capacity and reduce reliance on the West Gate Bridge and Monash Freeway corridor for critical east-west freight flows across Melbourne.

This would significantly improve Gippsland’s access to markets for natural resources and produce, particularly to the Port of Melbourne.
Gippsland Logistics Precinct (Morwell)

**Estimated Cost:** $20 million

**Purpose:** The Gippsland Logistics Precinct (GLP) comprises the former Gippsland Intermodal Freight Terminal (GIFT) site and adjacent 64 ha industrial precinct. The project is to develop an open access intermodal freight terminal on the GLP to service the growing needs of the Latrobe Valley and Gippsland region.

In 2002, Latrobe City Council purchased the 64 ha site, three kilometres east of Morwell CBD and adjacent to the existing, underutilised Gippsland Intermodal Freight Terminal (GIFT). This was for the strategic purpose of developing an expanded GLP.

Latrobe City Council has completed an Expression of Interest process to source a developer/operator for the precinct.

The GLP is recognised in the Latrobe City Council Economic Sustainability Study (2011 - 2015) as a key employment zone for Latrobe City.

It is also recognised in the Victorian Government Latrobe Valley Industry and Employment Roadmap and Gippsland Regional Plan as a site of regional significance.

Goulburn Intermodal

**Estimated Cost:** To be advised

**Purpose:** The NSW Government has approved establishing major freight hubs with rail and Hume Highway access to the northern and southern boundaries of the city of Goulburn.

Goulburn Airport makes Goulburn the only south east Australian region centre outside the Sydney metropolitan area with the capacity to develop a road–rail–air intermodal.

Canberra Airport Freight Precinct

**Estimated Cost:** Private and corporate investment with Federal Government encouragement and support.

**Purpose:** The 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. Development as a freight hub and light industrial technology park is well advanced.

South Gippsland Highway: upgrade Lang Lang — Sale

**Estimated cost:** $56.9m for Sale to Longford, other project costs to be scoped and determined.

**Purpose:** Upgrade the Highway to ‘A’ road standard from Lang Lang to Sale, generally along the existing alignment. The project also includes town bypasses, improvements to vertical and horizontal alignment, and providing overtaking lanes.

Current work involves upgrading and flood protection on the Sale to Longford section of the highway (Cox’s Bridge). Works on this section are expected to begin by the end of 2013.
**Bass Highway duplication: Lang Lang — Anderson**

**Estimated cost:** $40m for stage 7

**Purpose:** Duplication (upgrade) of the Highway from the South Gippsland Highway at Lang Lang to the roundabout at Anderson.

---

**Bass Highway: Anderson-Leongatha**

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

**Purpose:** The Bass Highway and Phillip Island Road Corridor Study proposes widening a 55km section of the highway to ‘B’ standard with further provision of sealed shoulders (Inverloch to Leongatha) and provision of overtaking lanes (Anderson to Inverloch).

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**Healesville – Koo Wee Rup Rd**

**Estimated cost:** $66m (Koo Wee Rup bypass only)

**Purpose:** To ultimately provide a freeway standard linkage along the Koo Wee Rup Road corridor from Pakenham Bypass to South Gippsland Highway including a bypass of Koo Wee Rup township.

The State Government has funded a $66m project to bypass the township of Koo Wee Rup. This is expected to be completed in late 2015.

---

**Tooradin-Baxter Road**

**Estimated cost:** Not currently available

**Purpose:** The road section that is the subject of this proposal links the South Gippsland Highway to the Peninsular Freeway, which is already a very significant connection, and will become even more so in the near future.

The impending upgrade of the Port of Hastings and the Stony Point to Cowes car ferry will significantly increase both the volume and size of vehicles using this route.

---

**Leongatha Heavy Vehicle alternative route**

**Purpose:** This project seeks to develop a heavy vehicle bypass for Leongatha, the largest town in South Gippsland Shire.

Council has approved the route for the Leongatha bypass.

The next step is to commence detailed route and intersection design with VicRoads and to seek State/Federal Government funding for the project.

The Victorian State Government has funded a detailed route design, value $270,000.
Victorian School Bus System

**Purpose:** To make changes to the Victorian school bus system to allow the carrying of other fare paying passengers.

The strategic study has been completed and has Municipal Association Victoria (MAV) and Gippsland Local Government Network (GLGN) support.

Trials have been conducted in Gippsland over the last two years under the School Bus Flexibility Project producing eight recommendations.

SEATS advocates that these recommendations be adopted and that the Victorian Government provides access to school buses for rural Victorians to better facilitate carriage of the general public and post secondary students.

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**M92 Beyond Nerriga: Study of alternative routes**

**Estimated Cost of Study:** $300,000 now funded by NSW State Government and five SEATS member Councils

**Purpose:** Crossing of the Illawarra escarpment south west of Nowra is only possible in a limited number of places, with the crossings having varying degrees of suitability for heavy vehicles.

Shoalhaven City Council, the NSW RTA with financial assistance from the Federal Government will by 2011 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 to connect to the highway corridors beyond Nerriga is now required.

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**Other supported projects**

- **Princes Highway Bega Bypass**
- **Delegate River Bridge**
- **Bibbenluke – Cathcart route**
- **Upgrading of Barry Way**
- **Upgrading of Bobeyan Road**
- **Replacement of Bolaro Bridge on Bobeyan Road**
9.4 Selected Demographic Data

AVERAGE TAXABLE INCOME
1997 - 2007

Source: Australian Taxation Office

Estimated Population Interim Projections, Gippsland, 2006 Census & 2036


Source: Prepared for SEACC by Dr Kim Houghton, Strategic Economic Solutions

Income Trends

Source: Prepared for SEACC by Dr Kim Houghton, Strategic Economic Solutions
 NSW Shires: Weekly Median Income ($) 

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Employment by Industry - Queanbeyan

Source: ABS Census 2006
Employment Palerang

Employment Eurobodalla

Source: ABS Census 2006
9.5 Employment Lands

Cardinia Employment Lands

The State Government made additional land available (approximately 2,500 ha) for employment inside the urban growth boundary in Cardinia Shire – the Cardinia Employment Lands - located south of the Pakenham Bypass, between Pakenham and Officer (approx 55km SE of Melbourne’s CBD).

They are expected to eventually provide jobs for up to 50,000 people.

Cardinia Road Employment Precinct

(CREP) is a 602 ha parcel of land within the Cardinia Employment Lands, near Pakenham. That has been earmarked as a key regional employment precinct.

Cardinia Shire Council has endorsed the structure plan for CREP. This blueprint is designed to create more than 15,000 jobs, including over 10,000 white and green collar jobs.

South East Business Park

South East Business Park is a ready-to-go. 165 ha green field site in Cardinia.

Council expects up to 4,000 new jobs to be generated in the business park within the next 10-15 years.

9.6 Local Tourism

Bass Coast

Spectacular coastal views and a significant increase in the variety and quality of tourism product in the region leads to an expectation of continuing strong growth in the industry.

Significant progress is also being made towards a vehicular ferry joining the Mornington Peninsula to Cowes.

Tourism is worth an estimated $443m annually to Bass Coast Shire. It attracts over 3.4 million visitors annually, of which 94% visit Phillip Island, and spend around $443 million in the Shire annually (data taken from Economic Impact of Tourism Report – 2005). About 1.4 million stay at least one night in the Shire.

More than half the businesses in the Shire rely upon tourism for their income, and over 2,100 jobs are directly attributable to tourism. (From ‘Economic Impact of Tourism Report’, 2005, undertaken by Urban Enterprise Pty Ltd.)

Two-thirds of the visitors come from Melbourne, with an increasing number taking advantage of the improving access from the south eastern suburbs.

A number of high profile attractions are located within the Shire, such as the world famous Penguin Parade and the Grand Prix Circuit on Phillip Island. Both attract hundreds of thousands of visitors each year. While the Grand Prix circuit has huge peaks, e.g. over 100,000 people over a Moto GP weekend, the Penguin Parade has steady visitation all year, with a high proportion of coach traffic.

Visitation to Phillip Island and Bass Coast in general has been increasing steadily each year, particularly as Inverloch and other coastal towns become more popular.

Phillip Island’s main attractions are:

- Motor sport: Three main events through the year - Moto GP, World Superbikes and V8 Super Cars. There is also a swag of second tier events through the year.
- Penguin Parade and other attractions: The Phillip Island Nature Park attractions alone bring over one million visitors annually. The Penguin Parade brings many coaches to the Island which places additional load on the road infrastructure.

Wonthaggi has also grown into a substantial commercial hub in recent years. The construction of the Desalination Plant in 2009–2011 added to the traffic load.

Eurobodalla

Tourism in the Eurobodalla Shire generated $426m from 1.288 million visitors in 2008.

This is equivalent to sustaining an estimated 2,900 jobs. The vast majority of these visitors came via the Kings and Princes Highways. SEATS Strategic Network 2012, p.56
9.7 Local agriculture, forestry and mining

**Bass Coast**

Agriculture in Bass Coast is worth approximately $107m annually, nearly half from dairy ($47m) followed by cattle and calves ($33m) and snow peas ($10m).

Bass Coast, as with much of Gippsland, is well placed to become an even more important player in the agricultural sector. Climate change is likely to impact less on the Bass Coast than on many other regions around Australia, and it has a high proportion of good quality farmland.

A secure water supply plus proximity to major distribution points will stand the Bass Coast in good stead, particularly when global food production will struggle to meet demand in coming years. In addition, duplication of the highway to Melbourne is progressing well.

There are 504 businesses in Bass Coast agriculture, forestry and fishing with a combined turnover of more than $1m. Those employed in that sector dropped by 13.7% between 1996 and 2006 of 13.7%, a significant reduction.

**Cardinia**

VicRoads recently acknowledged that the upgrading of Healesville-Koo Wee Rup Road is the best option for providing a freeway type link between the South Gippsland Highway and the Princes Highway and is currently undertaking a detailed planning study.

This study is to upgrade of the entire corridor between South Gippsland and the Princes Freeway, which includes bypassing Koo Wee Rup township in Cardinia Shire. This bypass would significantly improve access to markets for primary produce, especially asparagus. (The region supplies 80% of Australia’s asparagus and is a significant export industry.)

The bypass would also increase access to the Cardinia Employment Lands, Pakenham for shopping, and tourist destinations such as Phillip Island. It would also take heavy traffic out of Koo Wee Rup township and increase amenity and safety for local residents (9,600 vehicles per day currently pass through Koo Wee Rup including 1,150 trucks and buses).

The Lang Lang region contains significant sand resources, making it of State economic importance. As sand supplies are depleted from Melbourne’s current sources, increasing reliance will be made on the sand from the Lang Lang area.

As a consequence of sand extraction, considerable traffic passes through the Lang Lang town centre. With new sand extraction operations starting in Cardinia and South Gippsland Shires, truck volumes through the township will increase to an estimated 600 trucks per day. This will impact on safety, loss of amenity and the failure of local roads never constructed for such intense truck traffic.

Cardinia Shire Council continues to advocate for State funding for a Lang Lang Bypass. Council is supported in its advocacy by the community, neighbouring municipalities, Vic Roads, SEITG, Department of Infrastructure and the mining industry.

**NSW Princes Highway and Kings Highway**

The road network must achieve a balance between commuter, tourism and freight needs. Two roads that demonstrate this need are HW1 Princes Highway and MR51 Kings Highway.

Both roads form part of SEATS’ strategic transport network; both are vital for regional tourism and for connecting local communities socially and economically.

9.8 Selected crash data

The following graphs show that, in the main, both the Princes Highway (between Yallah and the Victorian border) and the Kings Highway have a crash rate below the regional average for roads of these types.

However, the Kings Highway crash rates peak in Queanbeyan and on the Clyde Mountain. The peak in Queanbeyan is due to it being in a dense urban area, while the peak on Clyde Mountain demonstrates the challenges associated with maintaining road safety in a difficult topographical environment.
Source: NSW RTA
Note: MVKT: Million Vehicle Kilometres Travelled
### Victoria Princes Highway to NSW border and South Gippsland Highway

#### Princes Highway

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#### South Gippsland Highway

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Source: VicRoads
SEATS members

AECOM;
ATA NSW;
Bass Coast Shire Council;
Baw Baw Shire Council;
Bega Cheese;
Bombala Shire Council;
Canberra Airport;
City of Casey;
Cooma-Monaro Shire Council;
Dyers Gippsland Transport;
East Gippsland Shire Council;
Eurobodalla Shire Council;
GHD-Morwell;
Goulburn-Mulwaree Council;
Grenda Transit Management;
Kiama Municipal Council;
Latrobe City;
Monash University, Gippsland Campus;
Murray Goulburn Co-operative Co. Ltd;
NatRoad Ltd;
NRMA;
NSW Roads and Maritime Services;
Palerang Council;
Port Kembla Port Corporation;
Port of Hastings Development Authority;
Queanbeyan City;
RDA – ACT Committee;
RDA – Far South Coast Committee;
RDA – Southern Inland Committee;
Roads ACT;
Shellharbour City Council;
Shoalhaven City Council;
Snowy River Shire Council;
Softwoods Working Group;
South East Truck Safety Committee;
South Gippsland Shire Council;
Southern Councils Group;
Tumbarumba Shire Council;
Tumut Shire Council;
Upper Lachlan Shire Council;
VicRoads;
VicTrack;
Yass Valley Council;
Wellington Shire Council;
Wollongong City Council.

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Sanmar Consulting Group.

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Greg Pullen  Manager Economic Development, Shoalhaven City Council and SEATS Executive member
Barry Russell  Former Chairman PHocus Working Party
Alan Scarlett  Campus Manager and Executive Officer to Pro-Vice Chancellor, Monash University Gippsland Campus
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Bob Stewart  General Manager, Tumut Shire Council
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Mark and Sandy Williams  Principals, Sanmar Consulting
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