

SEATS - New South Wales Election -Transport Infrastructure Requirements

SEATS (South East Australia Transport Strategy) provides highly co-ordinated and influential advocacy for the development of transport infrastructure in the South East Australian region that supports sustainable economic development and the prosperity of its constituents.

SEATS formed in the mid 1990s, is an alliance of Local Government and other Government agencies together with industry that is concerned about the state of the freight transport network across south eastern Australia, Including ACT. The organisation meets quarterly, has a paid secretariat and evaluates projects across all forms of transport that its membership has prioritised as worthy of Government and operator support.

Some projects have commenced either in a planning or construction phase. Some projects extend into Victoria's Gippsland region as well as the ACT. It is pointed out that much of the freight concerned is not destined for metropolitan markets but from manufacturing node to manufacturing node or to port facilities for export.

Your support for the transport infrastructure projects below, whether they are wholly within your electorate or outside, is requested so that a highly efficient transport network exists for the productive transfer of freight within NSW and beyond.

Context

The SEATS region consists of several regional production areas. The Illawarra-Shoalhaven is industrialised with steel manufacture, production of chemicals and nutraceuticals, food products, building products, the southern tablelands has strong agricultural production, quarry supplies and timber processing. Out of Victoria's Gippsland comes horticultural produce requiring key freight and transport connections into Sydney.

The region has significant quantities of inbound and outbound freight, with freight travelling through Port Kembla and Port Eden dominating movement in the region. The movement of freight to and from the region relies on existing road and rail networks. Key freight corridors that enable the movement of freight include the M1 Princes Motorway (Mount Ousley Road), Picton Road, as well as the South Coast rail line and the Moss Vale to Unanderra rail line.

The upgrade of Picton Road and Mount Ousley interchange will contribute to the integrated approach that governments are taking across the transport network to better link ports with key freight precincts as well as key domestic distribution centres. The goal is to help create sustainable communities by providing a reliable and safe road network to access high value employment and social amenities.

Princes Motorway – Mt Ousley interchange – commencement of construction

Transport for NSW is committed to build an interchange on the M1 Princes Motorway at the base of Mount Ousley. The interchange will replace the existing intersection of

the Princes Motorway and Mount Ousley Road, bringing greater connectivity, safety and efficiency to those travelling through the gateway to Wollongong.



The appointment of a contractor for the Mt Ousley interchange early in 2023 is strongly supported by SEATS in the interest of delivering:

- Improved safety for motorists and pedestrians
- Easing congestion and improving traffic flow.

More information: <https://roads-waterways.transport.nsw.gov.au/projects/mount-ousley-interchange/index.html>

Picton Road upgrade - continuation of works

Picton Road is an important transport corridor linking the Illawarra Shoalhaven Region on the M1 Princes Motorway with the M31 Hume Motorway.

The NSW Government has allocated \$44 million over four years for the planning of the upgrade of Picton Road and the Australian Government has committed \$95.6 million to the planning of the upgrade of Picton Road and Picton bypass projects.

An upgrade of Picton Road would support growing communities and businesses throughout the Illawarra Shoalhaven by providing the only route permitting HML/PBS vehicles which move freight from the coast to locations in western Sydney, Southern NSW and beyond into Victoria and other states. In providing this essential link it improves access to jobs, services, education and suppliers between the neighbouring regions and the rest of Australia.

SEATS regards the Picton Rd upgrade project as essential for enabling several road transport corridors to cross the Illawarra Escarpment

East-West Crossings of the Illawarra Escarpment

Freight movement within south east NSW is not restricted to the radial road/rail networks that exist out of Sydney. There is a consistent freight task that goes east-west out of the ports and major manufacturing hubs within the NSW part of the SEATS region. With seaports at Kembla and Eden and a major manufacturing hub in the Illawarra Shoalhaven, as well as at Bega, Bombala and the Canberra/Queanbeyan areas, processed goods need to be able to be moved to the major inland routes being the Hume and Monaro highway corridors. Agricultural produce forms a large proportion of this freight task.

SEATS has long advocated for the sustainment of Mt Ousley Rd and the development of a freight route based on the Nowra to Nerriga section of Main Road 92 which has been built to an HML standard but needs to be extended beyond Nerriga to reach the Hume Highway.

SEATS has consistently supported the provision of an east west freight route from the Princes Highway at Nowra via Nerriga and Tarago to the Hume Highway at Goulburn

Recent weather events have caused land slippages and rock falls on the key mountain passes that cross the Illawarra escarpment between the coast and the tablelands causing several of these routes to be closed for prolonged periods for major reconstruction works.

SEATS shares with industry the concern that the reliability and sustainment of the key east-west escarpment freight crossings need to be prioritised by the NSW Government in its maintenance and upgrade programs.

South Coast Rail upgrades

Work has commenced on the upgrading of the Berry to Bomaderry section of the South Coast Rail Line to Class 1 enabling freight wagons that travel from elsewhere in NSW to complete the journey.

Also as part of that project works at the “Bomaderry home yard” need to be undertaken to enable freight trains to be better managed and to enable passenger trains to share this section of track.

SEATS strongly supports the upgrading of the “Bomaderry Home Yard” to enable improved management of passenger and freight trains

Once completed, the current engineering investigations into the construction of a 4km passing loop at Toolijooa should proceed into the construction phase. This will enable multiple trains (passenger and freight) into the section, thus creating better scheduling of paths and a greater frequency of the Sydney Trains passenger services.

SEATS is committed to providing a passing loop between Kiama and Bomaderry to increase train operational efficiency.

SEATS is also committed to a rail siding between Unanderra and Coniston Junction to enable a train turnaround for freight trains travelling between Moss Vale and Bomaderry and return.

Princes Highway Upgrade – continuation of planned works

A project supported by the Australian Government in conjunction with the Governments of New South Wales, Victoria and South Australia is upgrading sections of the Princes Highway between Wollongong and Port Augusta.

Within NSW, the sections of Princes Highway being upgraded are between South Nowra and Moruya, specifically:

- Jervis Bay Rd intersection
- Jervis Bay Rd to Sussex Inlet Rd
- Milton Ulladulla Bypass
- Burrill Lake to Batemans Bay
- Moruya Bypass

SEATS supports the continuation of planning on each of the above sections with progression to construction scheduled to roll out from 2023.

These projects follow on from upgrades completed for Albion Park Rail bypass, Gerringong to Bomaderry duplication and the Nowra Bridge project.

More details <https://roads-waterways.transport.nsw.gov.au/projects/princes-highway/index.html>



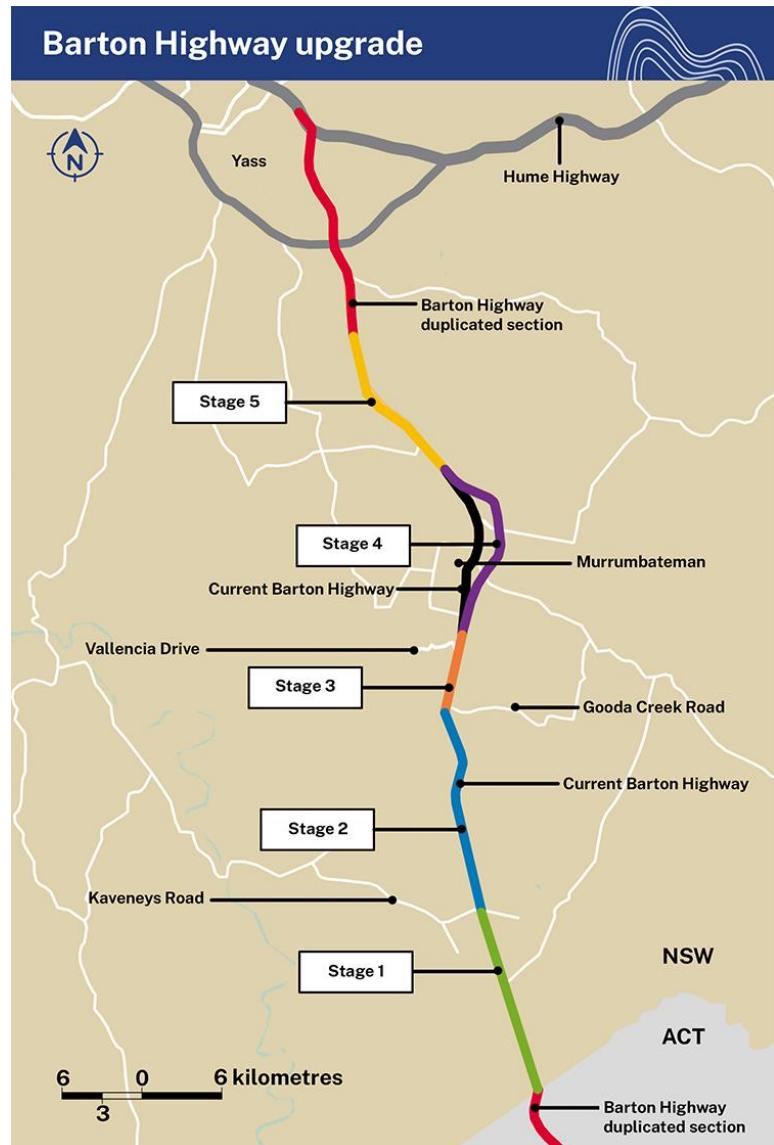
Barton Highway – commit to completing upgrade between Hume Motorway near Yass and ACT

The Australian Government and NSW Government have together committed \$200 million towards the upgrade of the Barton Highway, with \$150 million provided by the Australian Government and \$50 million by the NSW Government.

This funding is being used across two projects along the corridor, with Stage 1 already under construction (the Barton Highway Upgrade Package), and Stage 2 in planning (the Barton Highway Corridor Upgrade).

SEATS regards the Barton Highway corridor upgrades to be an essential part of the transport infrastructure network linking the Hume Motorway to the ACT and Monaro Highway.

This work will improve road safety while enhancing tourism, driving economic growth and creating vibrant regional spaces.



More information: <https://roads-waterways.transport.nsw.gov.au/projects/barton-highway/index.html>

HV Rest Stops on State Corridors at 1hr intervals

In the interest of road safety and the “Towards Zero” policy, Seats believes that adequate Heavy Vehicle Rest Stops need to be provided at driving intervals of 1 hour on all state highways for both directions of travel.

SEATS believes that the Princes Highway does not meet this criteria. The Monaro Highway is similarly under supplied however the terrain and open farmland do allow roadside alternatives.

Urban Congestion (affecting freight task)

There are a number of urban congestion points within the NSW part of the SEATS region. These areas occur mainly along corridors like the Princes Highway/Motorway and at key intersections feeder roads to the Monaro Highway in the Canberra/Queanbeyan area.

On the Mt Ousley Rd/Picton Rd route which is heavily used by heavy vehicles moving between the Princes and Hume highways, congestion around the University of Wollongong precinct and at Wilton are the most likely areas for congestion.

SEATS strongly supports implementation of the measures which are being prepared to upgrade the intersections at Wilton and University of Wollongong to move to full construction as soon as possible.

At other points in the network congestion for commuter traffic regularly occurs at peak times. Whilst not directly influencing the freight task, when they do extend beyond the peak hours it has significant implications for HVs.

Along the Princes Motorway M1 south of Wollongong, peak hour congestion arises as vehicles merge to exit or enter the Motorway causing the flow to be affected and in many cases stop. The circumstances differ travelling north and south and are dependent on the capacity of the ingress or egress lanes to store vehicles or to undertake the merging process.

Congestion points on the M1 are:

Northbound	Southbound
University of Wollongong entrance/exit	University of Wollongong entrance
Figtree	Masters Rd entrance/Five Islands Rd exit
Five Islands Rd	Northcliffe Dr Exit
Dapto/Kanahooka entrances	Dapto/Kanahooka exits

At Nowra traffic conflict arises between the east-west traffic flows and the north-south (through) traffic flows. This congestion occurs on most working days for up to 5-6 hrs per day. At peak holiday times this situation extends into the weekends.

SEATS supports and has prioritised the implementation of the solutions as devised by Shoalhaven City Council to create alternate routes to move traffic around the peak congestion points within Nowra urban area.

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