

GHD | Advisory

PRINCES HIGHWAY CORRIDOR STRATEGY

Issues Paper

Department of Infrastructure, Regional
Development and Cities

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INTRODUCTION

1. Introduction

1.1 Background

The Princes Highway Corridor Strategy will develop an evidence base to underpin a 'whole-of-corridor' perspective of the current and future role of the Princes Highway, including economic, social and environmental factors. It will support meaningful engagement with industry and key stakeholders and provide the evidence necessary to allow governments to make informed investment decisions.

The Department of Infrastructure, Regional Development and Cities (DIRDC) has engaged GHD Advisory to work in partnership with the Australian, NSW, Victorian and SA governments to deliver a Princes Highway Corridor Strategy. The strategy will seek to integrate planning along the entire corridor and align asset management priorities and investments.

The following paper summarises the key issues identified to date from one-on-one meetings with the states, stakeholder sessions and literature review completed as part of a wider situational analysis of the corridor.

1.2 About the Princes Highway

The Princes Highway is a national road asset running along the southeast coast of Australia, beginning in Sydney and ending in Port Augusta. Part of Australia's Highway 1 network, the 1,941 km route extends through New South Wales, Victoria and South Australia, and serves as an important connection between the metropolitan centres of Sydney, Wollongong, Melbourne, Geelong and Adelaide.

Excluding capital cities, over 1 million people live in the local government areas traversed by the Princes Highway, with an estimated 50 per cent living in urban centres or townships. The highway supports from below 1,000 vehicles per day in rural sections to over 60,000 vehicles per day in urban centres.

The highway is also an iconic tourist road, forming part of the Grand Pacific Drive along New South Wales' south coast and links to the Great Ocean Road on the west Victorian coast. The route is a strategically important corridor for freight movements and provides regional industries, such as forestry, metal manufacturing, timber, beef, seafood and dairy producers with access to domestic markets and major ports.

1.3 Princes Highway corridor definition

The total alignment of the Princes Highway is shown below in Figure 1-1. For the purposes of the corridor strategy, the sections of the Princes Highway that are within the Greater Capital City Statistical Area for Sydney, Melbourne and Adelaide are excluded.

The respective Local Government Areas directly serviced by the Princes Highway alignment are shown in Appendix A.

1.4 Purpose of this Issues Paper

This paper outlines the broad issues identified along the Princes Highway through early stakeholder engagement and situational analysis which will inform the corridor strategy development.

This issues paper:

- Considers the project objectives of access and connectivity, safety, regional development, efficiency and sustainability, and investment and vision.
- Consolidates issues raised from stakeholder consultations and publically available literature
- Invites comments for consideration in development of the strategy

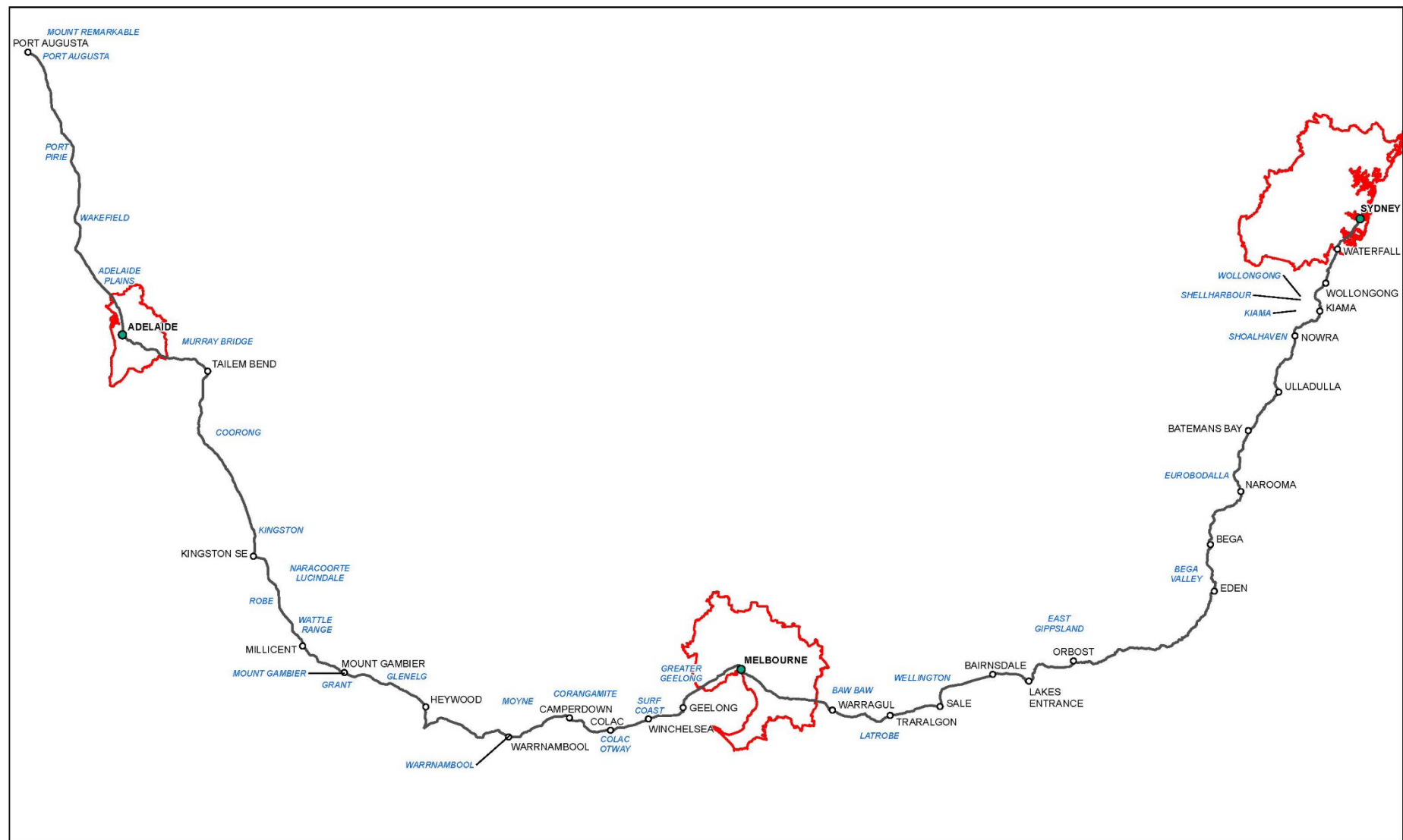


Figure 1-1 Princes Highway Corridor Definition

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INFORMING THE CORRIDOR STRATEGY

2. Informing the corridor strategy

2.1 Corridor strategy objectives

The Princes Highway Corridor Strategy will provide an evidence base to underpin a 'whole-of-corridor' perspective of the current and future role of the Princes Highway, including economic, social and environmental factors. The issues identified within this paper have been linked back to the objectives underpinning the corridor strategy.

The objectives of the corridor strategy are:

- Improving safety and providing efficient driving conditions along the length of the corridor
- Promoting better access and connectivity to and along the corridor
- Activating the corridor as a means to drive better regional development and industry performance
- Promoting more efficient and environmentally sustainable use of the corridor
- Supporting corridor investments which are value adding, well-informed and linked together as part of an overarching vision for the corridor.

The issues relating to each of the above objectives were primarily compiled through meaningful engagement with industry and community stakeholders. Additional issues were also identified through a literature review of a broad range of publicly available and stakeholder provided documentation.

2.2 Stakeholder engagement

The views of local government, industry and advocacy groups have been received through a wide range of engagement channels, which has included:

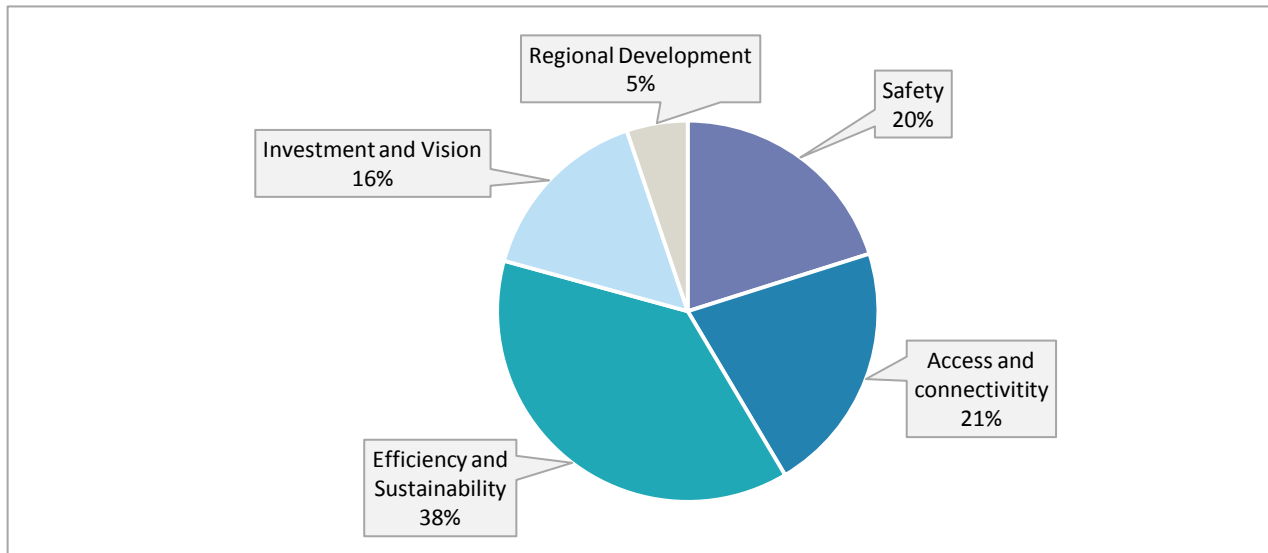
- Stakeholder sessions at six different locations
- Written submissions
- Data collection and questionnaire
- Online website - DIRDC project web page live
- Provision of project email updates
- Numerous direct engagement meetings
- Inbound queries via GHD managed email inbox

The stakeholder engagement process so far has been contributed to by over 80 stakeholders and identified over 500 issues and opportunities, with the key issues raised summarised within this paper. Stakeholder engagement will continue as part of the wider corridor strategy development process through until April 2019.

2.2.1 Stakeholder group sessions

As a component of the stakeholder sessions, small group sessions were held with attendees to brainstorm key constraints and issues relating to the corridor. Attendees were arranged in groups and two brainstorming activities were conducted for local, and whole of corridor issues and constraints. It is to be noted that attendees were not instructed to arrange their responses by objectives, but by what they felt to be most important.

Figure 2-1 Percentage of issues under the strategy objectives



The percentage of total issues raised during the brainstorming sessions were then sorted by the strategy objectives and are presented in Figure 2-1. It is important to note that the chart does not capture issues raised outside of these sessions, and that the proportions do not necessarily reflect the importance of each corridor objective.

It can be seen that the objective 'Efficiency and Sustainability' has the highest proportion of responses at 38%. 'Safety' and 'Access and Connectivity' had the next highest proportion, each with around 20% of total responses. Although 'Regional Development' has the lowest percentage at 5%, there are interdependencies between this objective and the other objectives, and therefore an improvement in other objectives will drive an improvement in regional development.

2.3 Situational analysis

A situation analysis has commenced to test alignment of current performance to appropriate standards, identify issues that need to be addressed and compile a list of corresponding actions that may be taken. The situational analysis covers the areas of transport/industry/economics, social/demographic/land use and infrastructure assets.

A literature review of documents/data sourced publicly and provided by stakeholders has been completed as part of the situational analysis. The key issues identified as part of the literature review are included within this paper.

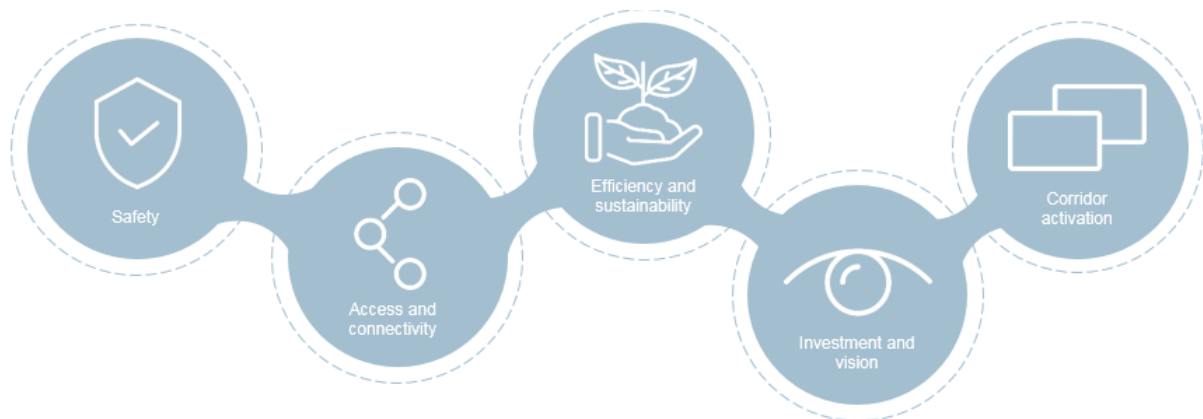
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KEY ISSUES



3. Key Issues

The Issues Paper identifies the major concerns along the corridor, but also seeks to determine the opportunities for improvement. Key issues have been considered against the five project objectives; safety, access and connectivity, efficiency and sustainability, investment and vision, and corridor activation.



3.1 Safety

Providing adequate driving conditions, improved road geometry, road infrastructure and improving road condition have been recognised as the key drivers to reducing the number of collisions along the corridor. As a multi-user corridor, there are many interactions between heavy and light vehicles playing a vital role in forming safety considerations.

To overcome the growing safety concerns, NSW, Victoria and South Australia have implemented 'Towards Zero' strategies which seek to reduce major injuries and fatalities. Suggested policy and infrastructure mechanisms such as speed cameras, safety barriers, driver education, audio tactile line marking and improving road condition, are articulated in these strategies.

A summary of the key issues related to 'Safety' along the Princes Highway is provided below in Table 1.

Table 1 Key issues (safety)

ID	Key issues identified	Comments
Safety		
1	Road design and geometry safety considerations	<ul style="list-style-type: none"> • Curvilinear alignment – vertical geometry • Narrow road reserves • Poor sight distances • Shoulder maintenance • Mountainous sections and steep inclines of the Highway • Flexible Safety Barriers – on roadside edges, need to provide sufficient distance between the driving lane for any vehicle requiring to pull over (change tyres or address break downs etc.) • Consider consistent road standard(s) along the corridor – need to provide some flexibility for different demand factors and issues
2	Bridge condition, alignment and width causing safety issues	<ul style="list-style-type: none"> • Bridge geometry leading to safety issues (eg. Lane width) • Any bridge upgrades, renewal and replacement should align with long term planning
3	Provision of safe overtaking opportunities	<ul style="list-style-type: none"> • Mix of large slow vehicles and private vehicles causes operational hazards especially with the hills, sweeping bends and limited overtaking opportunities along the corridor

ID	Key issues identified	Comments
4	Safety implications of inconsistent travel speeds	<ul style="list-style-type: none"> • Speed inconsistencies and frequent speed changes in high volume commuter areas can cause collisions • Speed limits through small townships
5	Frequent run off road crashes in rural areas	<ul style="list-style-type: none"> • Analysis of crash data suggests run off crashes are the most common crash type along the Princes Highway, particularly in rural areas • The increased use of Audio Tactile Edge Line should be considered in sections with a high incidence of fatigue and run off road type crashes (including where roadside hazards exist). • Median treatment and roadside barriers may also be considered along specific sections of road, where appropriate.
6	Frequent intersection movement crashes at particular intersections	<ul style="list-style-type: none"> • Intersection related crashes are one of the most common crash types along the Princes Highway • There are issues with at grade intersections, access movements and through movement conflicts leading to crashes and fatalities • Consider speed limits for intersections with blackspots • Need to complete a review of safety at major intersections
7	Frequent rear end crashes in townships/urban areas	<ul style="list-style-type: none"> • Reduced speed limits - increase speed limit where appropriate • Speed inconsistencies and frequent speed changes in high volume commuter areas can cause collisions • Speed limits through small townships
8	Frequent interaction of heavy and light vehicles (heavy vehicle related crashes)	<ul style="list-style-type: none"> • Mix of large slow vehicles and private vehicles causes operational hazards especially with the hills, sweeping bends and limited overtaking opportunities along sections of the corridor • Only a relatively small proportion of recorded crashes involve heavy vehicles on Princes Highway
9	Better use of technology and communications for incident prevention/management	<ul style="list-style-type: none"> • Consistent mobile phone coverage along the corridor • Future provision/planning for broader communications and positioning tools
10	Driver fatigue safety considerations	<ul style="list-style-type: none"> • Distance spacing of rest stops • City driver fatigue • Fatigue for drivers that are not used to driving long distances • Better fatigue management, rest and roadside amenities - particularly for freight drivers • Signage information in relation to facilities available at rest stops • Separation of freight and community rest stops where possible
11	Impact of sub-standard road condition on driver safety	<ul style="list-style-type: none"> • Road condition – impact on vehicle maintenance, driver safety, vehicle travel times • Uniform standards in maintenance, construction and reporting • Quality of material bases across borders (SA/VIC) • Poor road condition and shape – particularly in wet conditions • Sections of Princes Highway have pavement life issues
12	Safe system framework considerations	<ul style="list-style-type: none"> • Austroads Safe System Assessment framework is designed to ensure safe roads and roadsides, safe speeds, safe vehicles and alert and compliant road users (safe road use). Potential to adopt a consistent system for total corridor.
13	Pedestrian and cyclist safety	<ul style="list-style-type: none"> • Sight distance over hills can be a safety issue for cyclists, particularly for interactions with vehicles with slower deceleration (i.e. HVs and LVs towing trailers/caravans). • Pedestrian safety in towns • Lack of sealed shoulders in some areas for cyclists to use • Improvements in advanced warning of speed zone transitions when entering township areas would assist in safety within the town

ID	Key issues identified	Comments
14	Tourist safety	<ul style="list-style-type: none"> • Consider information systems along route - eg Traralgon/Sale in advance of constraints and potential trouble spots • Seasonal road safety considerations due to variable traffic volume and road user makeup • Tourists are a different user group to be recognised in future initiatives • Ability/inability to respond quickly to change in crash trends • Easter and Christmas periods have high traffic leading to safety issues
15	Safety risks related to working near traffic	<ul style="list-style-type: none"> • Road worker safety an issue along sections of Princes Highway with narrow lanes, windy road sections • Consistent signage and traffic warning information
16	Facilitate safe access to schools	<ul style="list-style-type: none"> • Pickup zones located on Princes Highway • School access • Standards - particularly passive/active signage in high volume areas
17	Rail crossing safety considerations (level crossings)	<ul style="list-style-type: none"> • Level crossing signage / removal
18	Livestock movement safety considerations in rural areas	<ul style="list-style-type: none"> • Some farms require stock crossings. • Stock movements/timing may not be fully understood by tourists. • Future road upgrades may require the provision of alternative stock options

3.2 Access and connectivity

The Princes Highway is a major tourist, freight and commuter road. Access and connectivity plays a vital role in sustaining economic growth throughout the corridor. Cross-regional connectivity for regional towns and industry in remote sections of the corridor is somewhat constrained by long travel distances and low quality of travel between town centres. Similarly, mass limitations on structures and narrow road geometry hinders the potential for industry to grow, with heavy vehicles moving towards larger mass limits to generate cost efficiencies.

These issues reduce the economic opportunities to grow local industries and regional towns. The knock-on effect impacts the liveability of regional centres. Addressing these issues by improving the level of service along the corridor will assist in activating the economic potential.

Sections of the Princes Highway, also have poor road resilience and redundancy, which places a heightened role on rapidly responding to breakdowns and/or accidents. In these situations, regional communities and surrounding road infrastructure cannot adequately accommodate the diverging traffic and volume - placing strain on the local infrastructure.

A summary of the key issues concerning 'Access and Connectivity' along the Princes Highway is provided below in Table 2.

Table 2 Key issues (access and connectivity)

ID	Key issues Identified	Comments
Access and connectivity		
19	Commuter and local activity connectivity	<ul style="list-style-type: none"> • Commute to other centres/local travel to and from work • Local activity movements - shopping, sport, community, recreational • Particular consideration to be given to cross highway situations (i.e. balancing needs of local and through traffic)
20	Road connectivity/access to tourism hotspots	<ul style="list-style-type: none"> • Intersections with local / arterial roads on key tourist routes (e.g. Tomahawk Creek Road) • Tourists within certain 'tourism hotspots' lead to delays on Princes Highway (eg. Nowra) • Future growth in tourism • Cruise ships into Eden
21	Freight access between origin and destination demand centres	<ul style="list-style-type: none"> • Corridor constraints restricting heavy vehicle efficiencies (eg bridge constraints) • Interactions with rail, air and ports • Annual freight task growth/change over time • Adjacent industries can be located 2-3 km from the corridor – therefore first and last mile access can restrict HVs • Need to support freight hubs outside metro area
22	Pedestrian and cyclist access	<ul style="list-style-type: none"> • Bike path options/separation within vicinity of major centres • Number of cyclists using road has grown in some sections on Princes Highway • Shared use – Pedestrian and Cyclists
23	Road connectivity with adjacent road links	<ul style="list-style-type: none"> • Intersecting and alternate roads must be considered • Road capacity at interface roads causes issues on the Princes Highway • Movement of trucks and cars – access on and off Princes Highway • Comparative network capacities for truck trip • Inland freight routes • Need to optimise intersection operating efficiency
24	Connections to peri-urban areas	<ul style="list-style-type: none"> • Forward planning and future proofing for these areas
25	Road resilience to natural disasters (eg. flood, fire and landslides)	<ul style="list-style-type: none"> • Poor redundancy and limited alternate routes in some locations • Risk of temporary road closures due to flood/fire/landslide

ID	Key issues Identified	Comments
		<ul style="list-style-type: none"> • Lack of redundancy /detours, alternate routes • Risk of road closures and extensive delays as a result of flooding or fire
26	Incident response capability (major road closure events)	<ul style="list-style-type: none"> • Risk of road closures and extensive delays as a result of closure of bridges or major incidents on the highway • Lack of redundancy and detour options • Incident management equipment, procedure and response times
27	Bridge limitations (mass or dimensions)	<ul style="list-style-type: none"> • There are some tight bridges and constrained B double/Higher Productivity Freight Vehicle (HPFV) access • Multiple bridges have been identified as being deficient for Higher Mass Limits (HML) access and/or have been identified with a 'poor' Bridge Health Index.
28	Access constraints for larger freight vehicle combinations such as B-doubles	<ul style="list-style-type: none"> • Network continuity between sections of the corridor for larger freight combinations (eg. B-doubles/triple road trains) • Freight transport cost savings if corridor was B-double accessible along entire length • Vehicles are currently restricted due to bridge capacity constraints • Consideration of 1st and last mile road restrictions
29	Access constraints for overmass/overdimensional loads	<ul style="list-style-type: none"> • Overmass/overdimensional payloads are restricted due to bridge constraints • Bridge strengthening – sections may not be up to standard for larger combinations • May impact movement of larger farm machinery and wind farm components
30	Road connectivity to other modes of transport for passengers and freight in the corridor	<ul style="list-style-type: none"> • Rail • Air • Seaports • Pedestrians and cycle-ways

3.3 Efficiency and Sustainability

Transportation sustainability is typically measured by transportation system effectiveness and efficiency, as well as the environmental and climate impacts of the system. Long term planning will play a vital role in optimising the efficiency and sustainability of the Princes Highway corridor, particularly in balancing the needs of both commuter and freight traffic.

Gaps in heavy vehicle approved routes are apparent and a targeted planning approach can improve the transport efficiency opportunities. This will also assist in sectionalised road works, targeting key improvements such as bridge upgrades. Similarly, urban amenity is seen as an issue with congestion and regular stop/starting increasing journey times, impacting the travel experience. Growing vehicle numbers furthermore impacts amenity with increased noise and air pollution levels.

A summary of the key issues related to transport 'Efficiency and Sustainability' along the Princes Highway corridor is provided below in Table 3.

Table 3 Key issues (efficiency and sustainability)

ID	Key issues Identified	Comments
Efficiency and Sustainability		
31	Transport efficiency gains along HPFV/PBS/HML approved routes	<ul style="list-style-type: none"> • Incorporate major freight routes into long term planning • Provision of additional HPFV/PBS/HML approved routes provides transport efficiency opportunities • Targeted bridge/road upgrades on road sections required
32	Village/town interactions and amenity considerations	<ul style="list-style-type: none"> • Localised higher traffic volume • Towns traffic management • Balancing the demand of local and through traffic with urban amenity in pedestrian and vehicle conflict areas. Overall, certain levels of amenity is expected in towns. Towns want to be attractive for visitors • Maintaining safe and stable traffic flow in urban centres along the corridor and managing the effects of seasonal peak traffic • Manage local road access points. Direct access of residential driveways and side roads onto the high-speed sections of the highway, especially where there is poor visibility and sight distance.
33	Managing consideration of all user groups in planning	<ul style="list-style-type: none"> • Balancing commuter traffic with freight traffic • Ability/inability to respond quickly to change in traffic patterns/growth • Support just in time logistics and perishable freight • Managing tourism traffic
34	Commuter travel times and travel experience	<ul style="list-style-type: none"> • Journey time and quality of travel experience for user/customer • Regular stop/starting decreases travel quality • Aim to improve the overall travel experience
35	Localised traffic congestion/bottlenecks	<ul style="list-style-type: none"> • Congestion as a result of high traffic volumes/bottlenecks • Congestion leading to rat runs
36	Road reliability issues	<ul style="list-style-type: none"> • Road pavement condition • Road closures due to flooding
37	Major intersection capacity/performance	<ul style="list-style-type: none"> • Intersections where Princes Highway gives way to other roads • Interchanges and intersections between key adjacent roads
38	Freight bottlenecks through key towns/cities	<ul style="list-style-type: none"> • Traffic flow through towns can be constrained and slow • Efficiency of key links to ports • Speed limits • Conflict with other key freight routes
39	Spacing between overtaking opportunities	<ul style="list-style-type: none"> • Overtaking lane capacity • Lack of passing or overtaking opportunities • Justification for proposed overtaking lanes

ID	Key issues Identified	Comments
		<ul style="list-style-type: none"> • Passing lanes too short to pass large trucks. This can lead to speed limit issues for passing trucks
40	Spacing between rest areas	<ul style="list-style-type: none"> • More rest stops on corridor • Potential competition between tourists and freight for truck areas due to limited rest areas • Heavy vehicle rest and parking areas located near town centre amenities • Improve rest area amenities
41	Population growth and clusters influence road demand impacts	<ul style="list-style-type: none"> • Planning issues - land use and interfaces for new developments along the corridor (direct) • Impacts of clusters of population growth on the corridor • Peri-urban population growth • Access and affordability issues driving people from cities – therefore increased commuters
42	Environmental management	<ul style="list-style-type: none"> • Environmental limitations on road development within the road corridor and offset practices • Biodiversity • Environmental interfaces with National parks • Excessive tree clearing/ more appropriate tree planting • Wildlife crossing points (tunnels, bridges etc.) • Noise and air pollution • Wetlands being encroached by road widening/duplication • Environmental constraints on corridor width • Global warming effects • Sustainability
43	Current and future industry impacts on corridor	<ul style="list-style-type: none"> • Development in areas with natural industry advantages with new facilities that may have significant volumes of freight • Expected growth in freight task • Interactions between freight and intermodal hubs • Wind farm components - oversize loads • Changing dairy industry to bigger farms, more concentrated inputs and outputs • New industry - eg aggregates • Changes in markets and their impacts on freight • Potential changes in key ports • Cold chain logistics and time sensitive freight • Growth of distribution centres • Evolution of the route for freight
44	Current and future tourism impacts on corridor	<ul style="list-style-type: none"> • Tourism drive • Peak holiday traffic • Increased vehicle movements from tourists • Planning for locations that could potentially have a large increase in visitors • Events along the corridor • Management of increased tourism during holiday periods
45	Interactions with new developments (commercial or residential)	<ul style="list-style-type: none"> • Expansion of metro areas, changing commuter dynamics, new distribution hubs and contiguous roadside development
46	Consistent signage along the corridor	<ul style="list-style-type: none"> • Foreign tourist signage options and/or information mobile apps • Signposting for tourism destinations • Welcome signage (visitor experience) • Rest stops signage • Inconsistent signage confusing to tourists
47	Susceptibility of low lying areas to climate change (rising sea levels)	<ul style="list-style-type: none"> • Climate change impacts on key infrastructure • Low lying areas most susceptible to rising sea levels
48	Driver behaviour	<ul style="list-style-type: none"> • Opportunities to manage driver behaviour and tourists • Correct use of road

ID	Key issues Identified	Comments
		<ul style="list-style-type: none"> • Education of overseas visitors • Other languages for signage and education

3.4 Investment and vision

The Princes Highway corridor has continued to evolve overtime with changing industries, growing regional towns and tourism impacting the way the corridor is used. Investments should be considered in the context of the short and long term in order to align with the evolving needs of the corridor.

Identifying the priority investments is key not only to the vision of the corridor, but to improve safety and support the economic development of regional cities.

A summary of the key issues related to 'Investment and Vision' along the Princes Highway corridor is provided below in Table 4 from a whole of corridor perspective.

Table 4 Key issues (Investment and vision)

ID	Key issues Identified	Comments
Investment and vision		
49	Funding of major road infrastructure projects	<ul style="list-style-type: none"> • Consider funding of road upgrades/duplication and town bypasses • Must factor in ongoing implications for maintenance
50	Bridge upgrades and replacement	<ul style="list-style-type: none"> • Bridge upgrades likely to be required to allow for traffic growth and to facilitate increased B-double and HML access
51	Leverage tourism and township services/commercial opportunities	<ul style="list-style-type: none"> • Consider combination of 'quick/easier fixes' and more 'complex/costly' transformative initiatives
52	Improve liveability of remote towns/areas	<ul style="list-style-type: none"> • Address economic development opportunities in locations/towns along the highway where benefits are available
53	Better alignment and integration of state standards and approaches	<ul style="list-style-type: none"> • Safety, signage, road classifications and configurations
54	Strengthen transport planning processes	<ul style="list-style-type: none"> • Recognition as road of national significance
55	Plan for increase in electric vehicles	<ul style="list-style-type: none"> • New infrastructure required to support electric vehicles
56	Incorporation of advances in technology	<ul style="list-style-type: none"> • Better use of data and predictive analysis: freight demand, including the major operators • Internet of things • Plan for technology disruption • Smart road infrastructure • Autonomous vehicles – what is required of road infrastructure • Platooning • Future vehicle connectivity and interface communications
57	Reduction in freight transport related regulatory barriers	<ul style="list-style-type: none"> • Freight industry – inconsistent regulations and enforcement practices
58	Address identified asset renewal gaps	<ul style="list-style-type: none"> • Planning options and funding scenarios - where viable industry participation

3.5 Corridor activation (regional development)

Australian cities are growing rapidly and becoming more integrated with regional townships. The success of regional development is supported by infrastructure, investment and employment. The Princes Highway corridor is an enabler for surrounding towns, providing key tourism investment opportunities, access for industry and inter-regional commuter links. There is increasing recognition that placemaking is a crucial element when considering the movement of highway traffic through cities and townships.

A summary of the key issues related to transport 'Corridor Activation (Regional Development)' along the Princes Highway corridor is provided below in Table 5. The issues identified form a baseline understanding for corridor activation and will be expanded on in the Situation Analysis phase.

Table 5 Key issues (Corridor activation [regional development])

ID	Key issues Identified	Comments
Corridor activation (regional development)		
59	Support regional development	<ul style="list-style-type: none"> • Tourism is a major influence on traffic volumes • Support future industries • Support commuters • Support key tourism destinations • Increase public amenities in regional areas
60	Road user/visitor experience	<ul style="list-style-type: none"> • Options to manage peak periods such as holiday seasons • Tourism campaign to recognise the regional destinations • Visitor experience /driver comfort • Signage and education • Tourist amenities /rest
61	Future proof provision of power transmission, water and gas pipelines	<ul style="list-style-type: none"> • Future proofing and forecasts: population, number and types of movements, types of vehicles, industrial and economic developments
62	Impacts of future road linkages	<ul style="list-style-type: none"> • Need to consider: local community amenity, movement and place, by-pass options, local employment, new industries
63	Alternative transport modes	<ul style="list-style-type: none"> • Reliability of train services along corridor • Rail connections to regional towns • Greater connections between bus/rail for bikes • Potential rail corridors – need road connection upgrades
64	Reduce social disadvantage in regional areas	<ul style="list-style-type: none"> • Regional development/economic growth • Improved access to nearby major population centres
65	Improve telecommunication coverage	<ul style="list-style-type: none"> • Improved mobile coverage - for truck efficiency, road safety • Variable digital and mobile coverage
66	Small towns economic health considerations	<ul style="list-style-type: none"> • Through traffic issues versus commercial opportunities from traffic through town • Generating economic returns by placemaking
67	Consider outcomes for major industry	<ul style="list-style-type: none"> • Consider planning outcomes and road management planning for major industry groups - dairy, forestry/paper, resource development

04

NEXT STEPS

4. Next Steps

This issues paper summarises the work to date in identifying issues and opportunities to be considered in the development of the Princes Highway Corridor Strategy. It has been developed with the input of a wide range of stakeholders. Contacted organisations are listed in Appendix B.

Now is the time for the broader community as owners and users of the Princes Highway to consider whether we have missed anything. Early, open and productive engagement is essential to the development of a comprehensive strategy that will inform decisions about the Princes Highway for at least the next decade.

You are encouraged to read this document and if you identify issues and/or opportunities that have not been included, we invite you to provide a written submission.

Submissions will be accepted until 12 April 2019 although the earlier they are provided the more time is available for consideration and inclusion.

In writing a submission please note which strategic objective it fits under, and ensure it is not already covered. Objectives are:

- **Safety:** strong focus on improving safety outcomes along the corridor, including where freight and other traffic intersect. This could include information such as crash statistics, and evidence of where locations have safety issues.
- **Access and connectivity:** strong focus on improving access to economic opportunities, including regional growth areas along the corridor. This could include information such as locations where certain vehicles cannot access the corridor and information relating to events which have created significant road closures.
- **Corridor activation:** the role of the corridor in driving better regional development and industry performance. This could include information such as examples of transport corridor treatments leading to improved industry performance and information related to specific industries that could change how the corridor is currently used. Also any experiences with the integration of place and through movement of highway traffic in cities and townships.
- **Efficiency and sustainability:** Promotes better environmental outcomes from more efficient travel. This could include information such as locations where road congestion is causing issues and locations where the corridor has either positively or negatively impacted the amenity of an area.
- **Investment and vision:** transparent investment priorities achieving value for money and linked together as part of an overarching vision for the corridor. This could include information such as initiatives that have been successfully implemented in other corridors that could apply to the Princes Highway.

Please send your submission to community.input@ghd.com

Privacy Statement

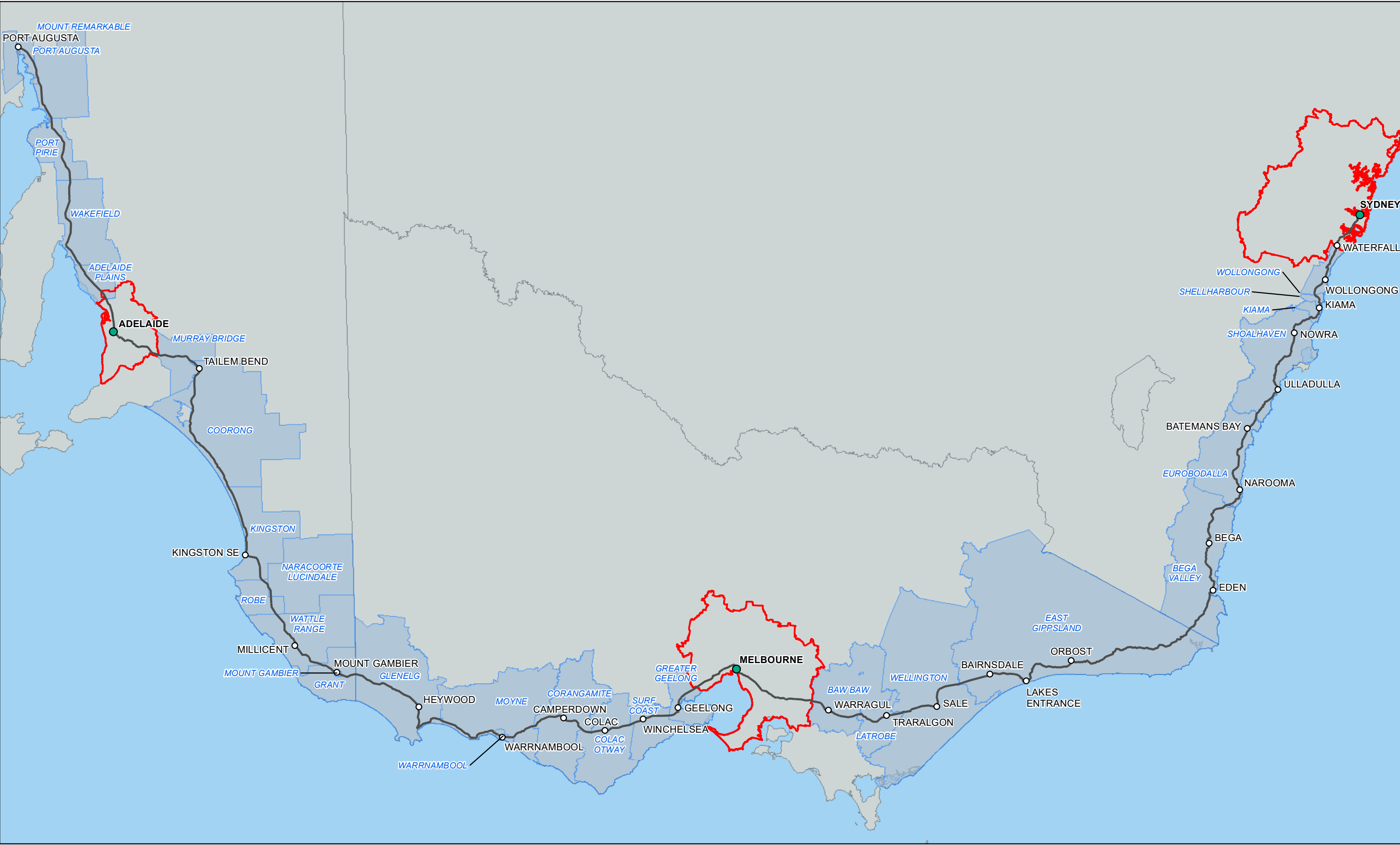
The department has engaged GHD Pty Ltd to collect information from a variety of stakeholders including peak bodies and industry associations on the use (current and future) of the Princess Highway road corridor and identify issues and constraints to be considered in the development of a strategy for the Princes Highway corridor. This information is being collated into a stakeholder consultation report which will be used to inform the development of the strategy. The information collected may include opinions, views and other personal information and is being collected in accordance with the Privacy Act 1988.

The department will only receive de-identified aggregate information from GHD. Personal information collected by GHD will only be used for the purpose stated above, will be stored securely, within Australia and will not be disclosed to or accessed by individuals or companies outside Australia.

The department's privacy policy contains information regarding complaint handling processes and how to access and/or seek correction of personal information held by the department. The Privacy Officer can be contacted on (02) 6274 6495.

Appendices

Appendix A – Princes Highway corridor strategy definition map



Paper Size A3

0 12.5 25 50 75 100 125

Kilometers

Map Projection: Lambert Conformal Conic
Horizontal Datum: GDA 1994
Grid: GDA 1994 Geoscience Australia Lambert 144E

N

- Capital city
- Town or city
- Princes Hwy
- Greater capital city statistical area
- Local Government Area (capital city areas not shown)

Dept. of Infrastructure and Regional Development
Princes Highway Corridor Study

Job Number | 91-10866
Revision | 1
Date | 12 Feb 2019

**Princes Highway and
Local Government Areas**

Figure 1

Appendix B – List of stakeholder organisations contacted

List of Stakeholder Organisations

State	Stakeholder
National	Agribusiness Australia
National	Australian Automobile Association (AAA)
National	Australian Dairy Products Federation
National	Australian Forest Products Association (AFPA)
National	Australian Livestock and Rural Transporters Association (ALRTA)
National	Australian Local Government Association (ALGA)
National	Australian Logistics Council
National	Australian Transport Association (ATA)
National	Australian Chamber of Commerce and Industry (ACCI)
National	Department of Defence
National	Economic Development Australia (EDA)
National	Infrastructure Australia
National	Lion Dairy and Drinks
National	National Farmers Federation
National	National Heavy Vehicle Regulator (NHVR)
National	Regional Development Australia
National	Roads Australia (roads.org.au)
National	Tourism Australia
National	Tourism Research Australia
NSW	Autocare Services
NSW	Batemans Bay Business and Tourism Chamber
NSW	Bega Chamber of Commerce
NSW	Bega Cheese
NSW	Bega Valley Shire Council
NSW	Bega Valley Shire Council/ SEATS
NSW	Bermagui Fishermans Co-op
NSW	Bluescope Steel
NSW	Bobbins Transport
NSW	Ceva Car Carrying
NSW	Department of Premier and Cabinet, Illawarra- Shoalhaven Regional Coordination Office
NSW	Department of Tourism (Destination NSW)
NSW	EDA
NSW	Eden Chamber of Commerce
NSW	Eurobodalla Shire Council
NSW	Goulburn Livestock
NSW	Illawarra Business Chamber
NSW	Infrastructure NSW
NSW	Kiama Municipal Council
NSW	Manildra
NSW	Milton Meats Pty Ltd

State	Stakeholder
NSW	Milton Ulladulla Business Chamber
NSW	Moruya Business Chamber
NSW	NRMA
NSW	NSW Business Chamber
NSW	NSW Department of Industry
NSW	NSW Farmers Association
NSW	NSW Forest Products Association
NSW	Pentarch Forestry
NSW	Prixcar
NSW	RDA Far South Coast
NSW	RDA Illawarra
NSW	RDA Sydney
NSW	Road Freight NSW
NSW	Roads and Maritime Services (part of TfNSW)
NSW	Shellharbour City Business Chamber
NSW	Shellharbour City Council
NSW	Shoalhaven Business Chamber
NSW	Shoalhaven City Council
NSW	Shoalhaven City Council / SEATS
NSW	SoilCo
NSW	The Department of Planning and Environment
NSW	The Kiama and District Business Chamber
NSW	Wollongong City Council
VIC	Bairnsdale Chamber of Commerce and Industry
VIC	Barwon Regional Partnership
VIC	Baw Baw Shire Council
VIC	Bonaccord Freightlines
VIC	Bulla Dairy Foods/Colac Industry Leaders Group Representative
VIC	City of Greater Geelong
VIC	Colac & District Chamber of Commerce & Industry
VIC	Colac Otway Shire Council
VIC	Committee for Geelong
VIC	Committee for Gippsland
VIC	Corangamite Shire Council
VIC	Dept. Environment Land Water and Planning DELWP
VIC	Destination Gippsland
VIC	East Gippsland Shire Council
VIC	East Gippsland Shire Council / SEATS (Chair)
VIC	Freight Victoria
VIC	G21 - Geelong Region Alliance
VIC	Geelong Chamber of Commerce

State	Stakeholder
VIC	Gibsons Groundspread
VIC	Gippsland Regional Partnership
VIC	Glenelg Shire Council
VIC	Great South Coast Group
VIC	Great South Coast Regional Partnership
VIC	HVP Plantations
VIC	Latrobe City Council
VIC	Livestock and Rural Transporters Association
VIC	Moe River Flats Drainage Committee
VIC	Moyne Shire Council
VIC	Princes Highway West Action Alliance
VIC	RACV
VIC	RDA Barwon South West
VIC	RDA Gippsland
VIC	RDA Melbourne
VIC	Regional Development Victoria
VIC	Rosedale Chamber of Commerce
VIC	Sale Business and Tourism Association
VIC	South Eastern Australia Transport Strategy (SEATS)
VIC	Surf Coast Shire Council
VIC	Tourism (within Department of Jobs, Precincts and Regions)
VIC	Trafalgar Chamber of Commerce & Industry
VIC	Traralgon Chamber of Commerce and Industry
VIC	VicRoads
VIC	Victoria Police
VIC	Victorian Association of Forest Industries
VIC	Victorian Chamber of Commerce and Industry
VIC	Victorian Chamber of commerce and industry office in Traralgon
VIC	Victorian Farmers Federation
VIC	Victorian Transport Association
VIC	Warragul Business Group
VIC	Warrnambool City Council
VIC	Wellington Shire Council
VIC	Wyndham Business & Tourism Association
SA	Adelaide Plains Council
SA	Agricultural Bureau of South Australia
SA	Business Port Augusta
SA	Business Port Pirie
SA	Business SA
SA	City of Mount Gambier
SA	Coorong District Council

State	Stakeholder
SA	Department of Planning Transport and Infrastructure (DPTI)
SA	Department of Tourism (South Australian Tourism Commission)
SA	District Council of Grant
SA	District Council of Mount Remarkable
SA	District Council of Robe
SA	Grain Producers SA
SA	Kingston District Council
SA	Local Government Association
SA	Longwood Agricultural Bureau
SA	Mount Gambier Chamber of Commerce
SA	Murray Bridge Business Alliance
SA	Murraylands & Riverland LGA
SA	Naracoorte Lucindale Council
SA	Port Augusta City Council
SA	Port Pirie Regional Council
SA	RAA
SA	RDA Adelaide Hills, Fleurieu and Kangaroo Island
SA	RDA Adelaide Metropolitan
SA	RDA Barossa
SA	RDA Far North
SA	RDA Limestone Coast
SA	RDA Murraylands and Riverland
SA	RDA Yorke and Mid North
SA	SA Freight Council
SA	South Australian Road Transport Association (SARTA)
SA	The Rural City of Murray Bridge
SA	Union Dairy
SA	Wakefield Regional Council
SA	Wattle Range Council

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<https://projects.ghd.com/oc/Advisory1/princeshighwaycorrid/Delivery/Documents/Princes Highway Corridor Strategy - Issues Paper final.docx>

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