

# PRINCES HIGHWAY CORRIDOR STRATEGY

## Community Consultation Report

AUGUST 2016





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# 1 INTRODUCTION AND BACKGROUND

## 1.1 Purpose of this report

The purpose of this report is to summarise the issues raised by community members and stakeholders through formal submissions in response to the public exhibition of the Princes Highway (Yallah to the Victorian Border) Draft Corridor Strategy.

The report details how the feedback presented by key stakeholders, community groups and individuals during the consultation period has been addressed to update the final Princes Highway (Yallah to the Victorian Border) Corridor Strategy document.

## 1.2 Background to the corridor strategy

The Princes Highway (Yallah to the Victorian Border) Draft Corridor Strategy is a NSW Government initiative, that aim to set a planning framework for how the government will manage road transport along the Princes Highway corridor in line with the NSW Long Term Transport Master Plan (LTTMP), Illawarra and Southern Regional Transport Plans, the NSW Freight and Ports Strategy and other relevant state planning frameworks. It integrates planning for roads, freight and all other modes of transport and sets out initiatives, solutions and actions to meet NSW transport challenges. The corridor strategy supports the two key aims of the LTTMP, to provide essential access for Regional NSW and to set, as a priority, the need to support an efficient and productive freight industry.

The NSW Government has made fundamental changes to infrastructure planning and investment to ensure funding is allocated towards the initiatives that deliver the best value, based on compelling evidence. Corridor strategies are being prepared for every state road in NSW, to create consistency in how the State Road Network is managed and planned. Corridor strategies set a 20 year framework and include priorities for future road maintenance, operation, safety, traffic and development. These corridor strategies make planning and investment decisions transparent to the community, councils and other government agencies.

The Princes Highway Draft Corridor Strategy has been prepared by multidisciplinary project teams from Transport for NSW (TfNSW) and Roads and Maritime Services with expertise in road safety, traffic, asset management, land use, environment, planning and development. The strategy aims to identify:

1. Objectives specific to the Princes Highway Corridor that support the NSW Long Term Transport Master Plan, Regional Transport Plans and other State plans
2. Concerns, values and issues that are important to the community along the Princes Highway
3. Sources of transport demand along the road corridor
4. Performance of the Princes Highway in meeting specific standards and objectives. Measures include road safety, traffic and travel, road design and geometry, and road pavement condition
5. Management of future transport demands on the Princes Highway over the next 20 years and road corridor improvements that would be required
6. Current and future challenges in meeting the corridor objectives and short, medium and long-term priorities to address identified challenges on the Princes Highway.

The Princes Highway is a major contributor to national economic activity, providing a vital road link between Sydney and the Victorian border as shown in Figure 1. Over the next 20 years, population growth in the Illawarra region is predicted to remain the same or potentially increase above the state average with growth also expected in major urban areas further south including Nowra and Bomaderry. With limited public transport options, cars are the primary mode of transport across the Illawarra region with about 88 percent of journeys to work made by private motor vehicle.

The Princes Highway provides a key link to Port Kembla and with the NSW freight task expected to nearly double by 2031, there will be a significant growth in freight movements on roads in the Illawarra and Southern regions. The Princes Highway will also need to support usage by higher productivity vehicles and address “higher mass limit” (HML) and B-double access restrictions between Nowra and Bega.

## 1.3 Consultation approach

The NSW Government considers consultation with the community an important part of project planning. Our aim is to keep the community well informed and invite feedback throughout this process.

This community consultation report outlines the communication and consultation activities carried out in mid 2016 on the Princes Highway Draft Corridor Strategy. It also provides a summary of the comments and ideas received from stakeholders and the community during this period, as well as our response to issues raised.

The Princes Highway Draft Corridor Strategy was displayed for public comment between 11 April 2016 and 27 May 2016. The draft report was published on the Transport for NSW and Roads and Maritime websites for viewing by the community and a process for providing feedback was detailed.

Stakeholder briefings were held with key stakeholders including councils, state government agencies and other relevant stakeholder groups, with copies of the Draft Corridor Strategy provided for comment. A list of key stakeholders is available in Appendix 1 and a list of stakeholder briefings is provided at Appendix 2.

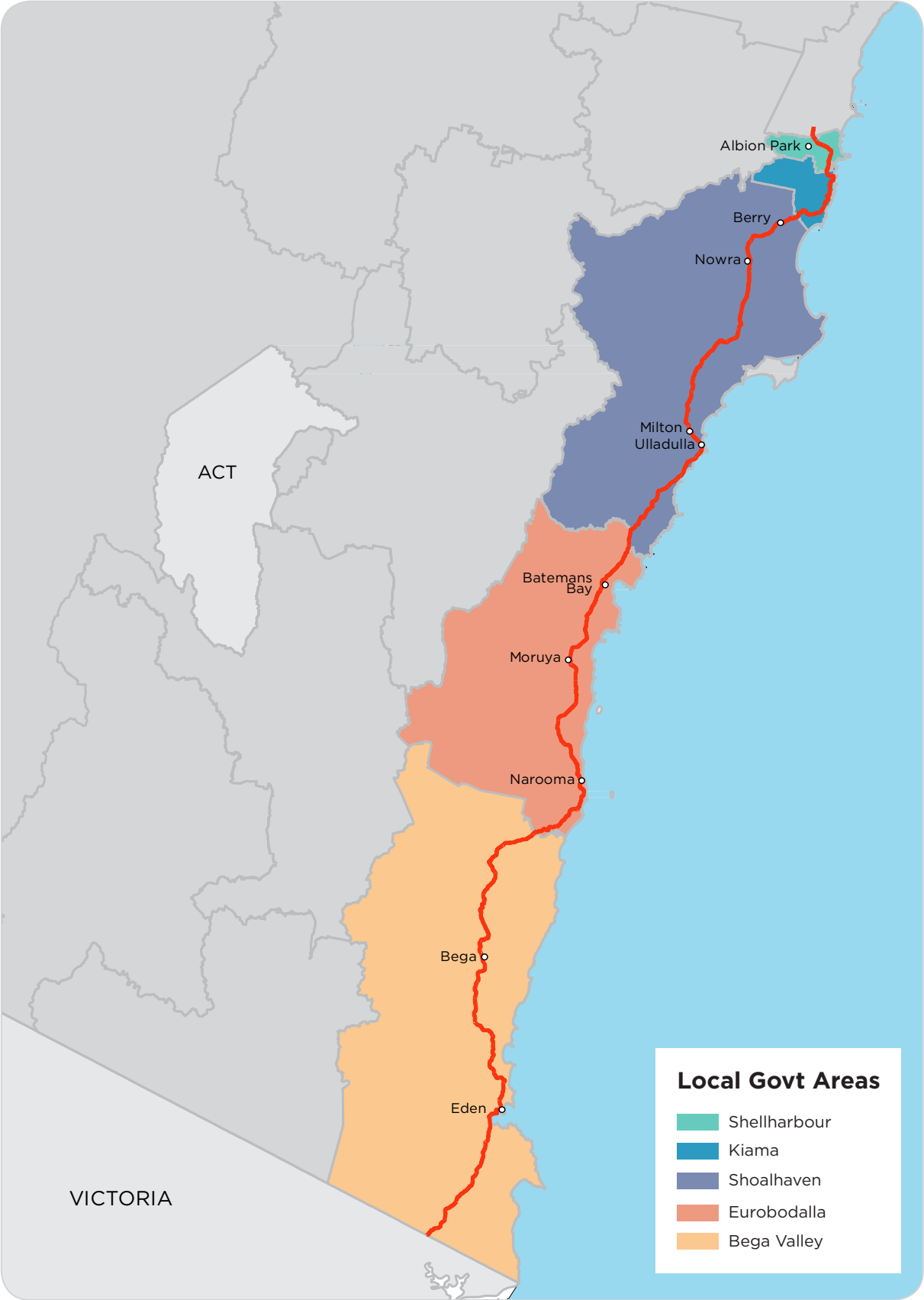
Stakeholders were encouraged to talk to the Roads and Maritime Project Team regarding any issues and submit written responses via the Princes Highway Draft Corridor Strategy email account and online survey.

Advertisements also appeared in local newspapers to raise awareness of the display and invite comment.

The feedback was sought to better inform the final strategy document and was vital when developing the corridor strategy to ensure local knowledge is at the heart of any future upgrade and maintenance decisions. It helps to ensure that the planned investment on the highway meets the needs of the local communities and industries it serves.

The final Princes Highway Corridor Strategy can be viewed on the Transport for NSW website at the following address: <http://www.transport.nsw.gov.au/projects-road-network-corridor-planning>

Figure 1-1 Princes Highway Corridor and Local Government Areas





## 2 CONSULTATION SUMMARY

### 2.1 Comments of support

A positive response was received on the draft Corridor Strategy from a number of stakeholders along the corridor including local councils, community and business groups, local industry and community members.

The feedback obtained has included expressions of support for the Corridor Strategy as it provides a clear staging of options for improvements along the highway over the next 20 years. The Corridor Strategy has provided a high degree of certainty for councils to consider their local road network needs based on the plans outlined within it.

A number of councils have written and expressed their support for the aims and direction of the Corridor Strategy, including:

- Shoalhaven Council
- Bega Valley Shire Council
- Eurobodalla Shire Council

Other stakeholders including Illawarra Pilot Joint Organisation and AUSJET have also expressed support for the improvements detailed in the Corridor Strategy, which aim to provide local and regional benefits.

### 2.2 Overview of issues raised

A total of 24 submissions were received covering a range of topics and totalling 57 comments for discussion. These discussion points were grouped into nine categories based around the issues most commonly raised.

- Bypasses and amenity
- Higher Productivity Vehicle Access
- Incident management
- Intersection safety and efficiency
- Overtaking lanes
- Pedestrian and cycle access
- Road safety
- Road design and geometry
- Other Issues

A summary of each issue and the NSW Government's response is provided in Chapter 3, along with a reference to the community respondent from whom the comment was received.

### 3 CORRIDOR ISSUES RAISED DURING CONSULTATION

Submission Number	Submission	Response
<b>Bypasses and amenity</b>		
4, 12, 16	<p>Suggestion that the Albion Park Rail Bypass project should be constructed through the regional airport.</p> <p>Also concerns that the Albion Park Rail Bypass is going to destroy valuable farm land, a productive local Dairy, wetlands and a newly developed local sporting complex.</p>	<p>These options, plus a large number of others were considered in the corridor review process conducted in 2013 as part of the development of the Albion Park Rail Bypass project. This report concluded that the current road corridor provides the most suitable route for the motorway. This is due to a large number of factors which includes, but is not limited to:</p> <ul style="list-style-type: none"> <li>• Visual and noise impacts</li> <li>• Construction costs</li> <li>• Maintaining the function of the airport which is considered a key local facility.</li> </ul> <p>More detailed information regarding the Albion Park Rail Bypass project can be found on the Roads and Maritime website.</p>
5, 21	Recognise the Western Services Corridor (bypass of Nowra) in the Strategy.	<p>The management of traffic through Nowra and Bomaderry has been identified as a key challenge in the Corridor Strategy and in response, a short term priority to develop a traffic management strategy for the Nowra and Bomaderry urban centres has been included. The traffic management strategy will address:</p> <ul style="list-style-type: none"> <li>• Traffic efficiency</li> <li>• Road safety</li> <li>• Pedestrian and cyclist access issues.</li> </ul> <p>Apart from those already identified, no current plans are in place for other towns or villages to be bypassed within the term of this corridor strategy. The priority will be on managing traffic on the existing alignment and prioritising treatments to improve road safety and traffic efficiency when required.</p> <p>Detailed information about the traffic through Nowra is available in Chapter 5.2 and the list of priorities is available in Chapter 7 of the Corridor Strategy.</p>



Submission Number	Submission	Response
8	Complete analysis of the preferred routes for the Moruya Bypass (long term planning).	<p>The need for town bypasses on the Princes Highway has been assessed using the principles set out in the NSW Long Term Transport Master Plan.</p> <p>This framework includes consideration of road hierarchy classification of the State Road Network, where higher order roads carry higher levels of through traffic and generate greater benefits than those where through traffic is much lower.</p> <p>Apart from those already identified, no current plans are in place for other towns or villages to be bypassed within the term of this corridor strategy. The priority will be on managing traffic on the existing alignment and prioritising treatments to improve road safety and traffic efficiency when required.</p>
10	Bypassing of towns in the Eurobodalla should be a higher priority and the strategy should provide more detail on when a new bridge will be built over the Clyde River.	<p>The need for town bypasses on the Princes Highway has been assessed using the principles set out in the NSW Long Term Transport Master Plan.</p> <p>This framework includes consideration of road hierarchy classification of the State Road Network, where higher order roads carry higher levels of through traffic and generate greater benefits than those where through traffic is much lower.</p> <p>Apart from those already identified, no current plans are in place for other towns or villages to be bypassed within the term of this Corridor Strategy. The priority will be on managing traffic on the existing alignment and prioritising treatments to improve road safety and traffic efficiency when required.</p> <p>Investigations have commenced into the renewal or replacement of the Batemans Bay Bridge. Once complete the project will improve freight access, reduce maintenance costs and reduce traffic delays resulting from the lift span operation. The Batemans Bay Bridge project is in the very early stages of development and more information as well as contact details for the project team can be found on the Roads and Maritime website.</p>
19, 21	That the Albion Park Rail Bypass is the main priority for the whole corridor.	<p>The Albion Park Rail Bypass is identified as a short term priority in the Corridor Strategy and discussed in detail in Chapter 5.2.</p> <p>Detailed information regarding the Albion Park Rail Bypass project can be found on the RMS website.</p>

Submission Number	Submission	Response
<b>Higher Productivity Vehicle Access</b>		
2	Suggestion for a bypass of Narooma to assist with the heavy vehicle movements through town and across the bridge.	<p>Narooma is identified in the Corridor Strategy as a significant constraint to freight vehicles due to the bridge and the road alignment on the approaches to the bridge.</p> <p>A medium term priority identified in the Corridor Strategy is to develop options for a new bridge over Wagonga Inlet, which will include investigations to improve the alignment on the southern and northern approaches. The aim of this will be to improve traffic efficiency and reduce the impact of heavy vehicles.</p> <p>The NSW Government approach to town bypasses is aimed at considering bypasses on higher order roads with a high proportion of through traffic. The traffic volumes are relatively low through Narooma and the proportion of through traffic is even lower and therefore a bypass of Narooma has not been considered within the term of this Corridor Strategy.</p>
5, 7	Recognise the inter-relationship with Victoria for the freight task; the bus connections south of Bega; and the desire to travel west from the Princes Highway along other state highway corridors.	<p>The importance of the surrounding road network and of the cross border connection is described in detail in Chapter 4.1 of the Corridor Strategy. The strategy acknowledges the importance of the freight link between the forestry and timber industries in northern Victoria with the Port of Eden. Additional information will be included in the final Corridor Strategy regarding coupling and decoupling bays.</p> <p>Chapter 4.5 of the Corridor Strategy discusses public transport along the corridor. This includes a number of coach services that operate along the length of the corridor, including around Bega.</p>

Submission Number	Submission	Response
8	<p>Address the constraints to High Productivity Vehicle access within Eurobodalla and onto Bega.</p> <p>This work should include the provision of adequate truck rest stops and coupling/decoupling areas at north Batemans Bay, Moruya and Narooma.</p>	<p>The vision for the Princes Highway over the next 20 years includes providing freight access for PBS Class 2(A) vehicles (up to 26 metres long including B-double access) at Higher Mass Limits.</p> <p>The Performance-Based Standards (PBS) Scheme offers the heavy vehicle industry the potential to achieve higher productivity and safety through innovative and optimised vehicle design.</p> <p>This will significantly improve freight productivity along the corridor, however there are many constraints that will need to be addressed progressively to provide improved freight access. This vision is discussed in Chapter 2.5 of the Corridor Strategy.</p> <p>Chapter 5.3 of the Corridor Strategy provides a detailed overview of heavy vehicle issues and some of the challenges to freight productivity. This also includes the provision of heavy vehicle rest areas where a medium term priority has been identified to investigate heavy vehicle rest area options between Narooma and Bega.</p> <p>Additional information will be included in the final Corridor Strategy regarding coupling and decoupling bays.</p>
10	<p>There doesn't appear to have been any importance placed on the need to provide for larger road transports in the Eurobodalla.</p>	<p>The vision for the Princes Highway over the next 20 years includes providing freight access for PBS Class 2(A) vehicles (up to 26 metres long including B-double access) at Higher Mass Limits.</p> <p>The Performance-Based Standards (PBS) Scheme offers the heavy vehicle industry the potential to achieve higher productivity and safety through innovative and optimised vehicle design.</p> <p>This will significantly improve freight productivity along the corridor, however there are many constraints that will need to be addressed progressively to provide improved freight access. The vision for the corridor is discussed in Chapter 2.5 and a detailed overview of heavy vehicles on the Princes Highway is provided in Chapter 5.3 of the Corridor Strategy.</p>

Submission Number	Submission	Response
<b>Incident Management</b>		
9	The Princes Highway does not consider alternative routes or develop detour options.	<p>Chapter 5.2 of the Corridor Strategy provides an overview of the large number of Incident Response Plans (IRPs) which have been developed for the Princes Highway. These IRPs have been developed by Roads and Maritime and are implemented in the event of an incident. There are approximately 56 IRPs for the Princes Highway, therefore it is not possible to include them in detail in the Corridor Strategy.</p> <p>A short term priority has been identified to develop an Intelligent Transport Systems (ITS) Strategy for the Princes Highway to improve driver information via Variable Message Signs (VMS) and other ITS. This priority can be found in Chapter 7 of the Corridor Strategy.</p>
<b>Intersection safety and efficiency</b>		
8	The connection of the Princes Highway to the South Batemans Bay Link Road is the highest priority action within the Eurobodalla region.	<p>The provision of a safe and efficient connection to the South Batemans Bay Link Road is identified as a short term priority in the Corridor Strategy.</p> <p>Intersection performance is discussed in detail in Chapter 5.2 of the Corridor Strategy and several priorities relating to intersections can be found in Chapter 7.</p>
8	Improvements to Princes Highway/Kings Highway intersection.	<p>Specific details regarding the intersection of the Princes Highway and the Kings Highway have been added to the Intersection Performance section within Chapter 5.2 of the Corridor Strategy.</p> <p>The intersection will be considered as part of the short term priority to prioritise and develop intersection upgrades along the Princes Highway in rural and urban sections.</p>
8	<p>Improvements to the Princes Highway exit from Village Centre Batemans Bay.</p> <p>Improvements to Princes Highway/Old Highway intersection.</p> <p>Improvements to the Princes Highway (Old Highway to Guy Street).</p>	A short term priority has been identified in Chapter 7 of the Corridor Strategy to undertake an intersection review in Batemans Bay to improve safety and traffic efficiency. This will include identifying the worst performing intersections, specific intersection improvements and potential improvements to the operation of the signalised intersections.
8	Request to upgrade the intersection at Princes Highway/Centenary Drive, Narooma.	A short term priority identified in the Corridor Strategy is to assess and prioritise intersection upgrades based on the safety and efficiency performance.

Submission Number	Submission	Response
14	Ensure driver compliance with intersection rules and help with gull-wing lanes to improve safety when joining highway traffic from side roads.	A short term priority identified in the Corridor Strategy is to assess and prioritise intersection upgrades along the corridor based on safety and efficiency performance. This will include the assessment of the many seagull intersection treatments located on the highway. Specific intersections between Jervis Bay Road and Milton have also been identified for further investigation.
20	Concern about safety at Jervis Bay Rd and Princes Highway intersection.	<p>The Princes Highway Corridor includes a detailed road safety study, which is discussed in Chapter 5.1. The following short term priorities have been identified in the Strategy:</p> <ul style="list-style-type: none"> <li>• assess and prioritise intersection upgrades along the corridor based on safety and efficiency performance, and</li> <li>• provide a range of road safety improvements between Jervis Bay Road and Milton.</li> </ul> <p>More detailed information on the priorities can be found in Chapter 7 of the Strategy.</p>
<b>Overtaking Lanes</b>		
8	Additional overtaking lanes between Ulladulla and Bega.	<p>The number of through lanes along a route is determined by:</p> <ul style="list-style-type: none"> <li>• The traffic demand along the route</li> <li>• A specific objective to provide a particular standard of route generally between inter-regional or interstate locations.</li> </ul> <p>The volume of traffic, the overtaking lanes and the proportion of overtaking opportunities has been assessed along the Princes Highway.</p> <p>Based on the initial assessment undertaken for the Corridor Strategy, priority locations for potential overtaking lanes on the highway, in the short term, have been identified between:</p> <ul style="list-style-type: none"> <li>• Jervis Bay Road and Milton</li> <li>• Burrill Lake and Batemans Bay.</li> </ul> <p>Roads and Maritime will continue to monitor the need for additional overtaking lanes in other locations along the corridor.</p>

Submission Number	Submission	Response
<b>Pedestrian and cycle access</b>		
8	<p>A number of additional facilities to support active transport in the Eurobodalla Shire should be funded and delivered by the NSW Government as a high priority. These include:</p> <ul style="list-style-type: none"> <li>• Shared pathways</li> <li>• Widened sealed shoulders</li> <li>• New traffic lights</li> <li>• Pedestrian refuges</li> <li>• Reduced speed zone through Bodalla</li> <li>• Upgraded bus interchange in Narooma.</li> </ul>	<p>Active transport proposals are subject to an assessment process to assist in determining state-wide priorities for funding. Roads and Maritime will continue to work with councils to identify and assess active transport needs.</p>
<b>Road safety</b>		
8	<p>Mass actions should be implemented to improve road safety for all road users and provide for the increasing number of cyclists within the Eurobodalla.</p>	<p>The Princes Highway Corridor Strategy acknowledges that one of the key challenges is the narrow lanes and shoulder widths along many sections of the Princes Highway.</p> <p>One of the priorities identified in the Corridor Strategy is to progressively address deficient lane and shoulder widths. This should be integrated with routine maintenance works as well as other projects aimed at improving road safety and traffic efficiency, to continually improve the standard of the corridor.</p>
17	<p>Concerns about the high cost of Foxground and Berry Bypass project on Princes Highway and how health and education should be prioritise over the road safety benefits of the project.</p>	<p>One of the key challenges identified along the Princes Highway is that of Road Safety. Chapter 5.1 of the Corridor Strategy provides a detailed overview of the Road Safety performance of the Princes Highway. Some of the benefits associated with the Foxground and Berry Bypass include:</p> <ul style="list-style-type: none"> <li>• improving road safety</li> <li>• improving efficiency</li> <li>• improving flood immunity, and</li> <li>• improving wildlife crossings.</li> </ul> <p>More detail on the Foxground and Berry Bypass project is available on the RMS website.</p>

Submission Number	Submission	Response
21	The Princes Highway, south from Jervis Bay Road to the border should be 4 lanes with the narrow bridges and tight curves eliminated.	<p>Road safety and efficiency improvements have been identified between Jervis Bay Road and the Victorian Border including a range of:</p> <ul style="list-style-type: none"> <li>• minor road safety improvements</li> <li>• overtaking lanes, and</li> <li>• intersection improvements.</li> </ul> <p>These will be developed and delivered on a priority basis as funding becomes available.</p>
<b>Road design and geometry</b>		
1	The corridor strategy incorrectly identified the road width at Gooloo Creek.	Incorrect references to Gooloo Creek being less than seven metres wide have now been removed from the Corridor Strategy.
3	<p>Both the State and Federal governments should commit funding to upgrade The Princes Highway all at once, not in small stages.</p> <p>The full length of Princes Highway should be built to four lanes and the land around the motorway should be preserved for future widening.</p>	<p>Corridor strategies are prepared to assist the NSW Government in making decisions about infrastructure planning and investment. The Princes Highway Corridor Strategy has identified a range of short, medium and long term priorities which provide the best value for money, based on the evidence collected during the corridor planning process.</p> <p>The number of through lanes along a route is determined by:</p> <ul style="list-style-type: none"> <li>• The traffic demand along the route, or</li> <li>• A specific objective to provide a particular standard of route generally between inter-regional or interstate locations.</li> </ul> <p>The volume of traffic, overtaking lanes and proportion of overtaking opportunities has been assessed along the Princes Highway. Priority areas have been identified for additional capacity such as overtaking lanes. These include sections of the Princes Highway between Jervis Bay Road and Milton, as well as between Burrill Lake and Batemans Bay.</p>
5	Recognise the highway and intersection capacity constraints south of Bridge Road Nowra owing to increased development and traffic growth along the corridor and east of the highway.	<p>The management of traffic through Nowra and Bomaderry has been identified as a key challenge in the Corridor Strategy and as a result a short term priority to develop a traffic management strategy for the Nowra and Bomaderry urban centres has been included. The traffic management strategy will address:</p> <ul style="list-style-type: none"> <li>• Traffic efficiency</li> <li>• Road safety</li> <li>• Pedestrian and cyclist access issues.</li> </ul> <p>Detailed information about the traffic through Nowra is available in Chapter 5.2 and the list of priorities is available in Chapter 7 of the Corridor Strategy.</p>



Submission Number	Submission	Response
8	Provision of alternate operation for Batemans Bay Bridge.	Investigations have commenced into the renewal or replacement of the Batemans Bay Bridge. Once complete the project will improve freight access, reduce maintenance costs and reduce traffic delays resulting from the lift span operation. The Batemans Bay Bridge project is in the very early stages of development and more information as well as contact details for the project team can be found on the Roads and Maritime website.
8	Realignment of the Princes Highway at south Batemans Bay.	<p>Addressing road safety is one of the key challenges identified for the Princes Highway Corridor. A number of short term priorities identified in the Corridor Strategy are focused on improving road safety through:</p> <ul style="list-style-type: none"> <li>• Implementation of specific treatments to address road crashes</li> <li>• Improving poor performing intersections</li> <li>• Installation of a range of minor treatments to provide a more forgiving roadside environment.</li> </ul> <p>This includes the section of the Princes Highway south of Batemans Bay, however a variety of road safety improvements will be considered with realignments being only one of those treatments.</p>
8	The Dingmans Creek realignment should be a priority.	The construction of the Dignams Creek Highway Upgrade is identified as a short term priority in the Corridor Strategy. Roads and Maritime is currently finalising detailed design work.
8	The duplication of the Batemans Bay Bridge should be considered within the corridor strategy.	Investigations have commenced into the renewal or replacement of the Batemans Bay Bridge. Once complete the project will improve freight access, reduce maintenance costs and reduce traffic delays resulting from the lift span operation. The Batemans Bay Bridge project is in the very early stages of development and more information as well as contact details for the project team can be found on the Roads and Maritime website.
8	Replacement of Narooma Bridge over the Wagonga Inlet is a high priority for the area.	<p>The Bridge over the Wagonga Inlet is identified in the Corridor Strategy as a constraint to Higher Productivity Vehicles.</p> <p>A medium term priority identified in the Strategy is to develop options for a new bridge over Wagonga Inlet, which will include investigations to improve the alignment on the southern and northern approaches. The aim of this will be to improve traffic efficiency and reduce the impact of heavy vehicles.</p>

Submission Number	Submission	Response
10	Another bridge over the Clyde River at Batemans Bay or over the Moruya River. There is a comment about maintenance of those two existing bridges.	<p>Investigations have commenced into the renewal or replacement of the Batemans Bay Bridge. Once complete the project will improve freight access, reduce maintenance costs and reduce traffic delays resulting from the lift span operation. The Batemans Bay Bridge project is in the very early stages of development and more information as well as contact details for the project team can be found on the Roads and Maritime website.</p> <p>A medium term strategy is identified in the Corridor Strategy to address the Poor Bridge Health of the Moruya Bridge.</p>
<b>Other Issues</b>		
5	Acknowledge the major manufacturing nodes of Nowra and Bega and the associated freight and employment traffic generated.	Both Nowra and Bega are identified in the Corridor Strategy as 'Major Regional Centres' in Chapter 4.2 of the Corridor Strategy, which discusses the population and employment along the corridor and within the key urban centres. Heavy vehicles and traffic in general is discussed in detail in Chapter 5.2 and Nowra is identified as having the second highest traffic volumes along the corridor.
5	Reference the 'last mile' intersections to industrial precincts and other major developments and the implications on freight and commuters.	<p>The 'last mile' challenge for freight vehicles is acknowledged and discussed in the NSW Long Term Transport Master Plan which considers the entire transport system.</p> <p>The Corridor Strategy sets a 20 year management framework for the Princes Highway and therefore does not discuss in detail the 'last mile' challenges.</p> <p>Intersections associated with the 'last mile' connection, however, will be addressed as part of the overall assessment of intersections along the Princes Highway Corridor.</p>
5	Mention the traffic generator effects of construction activities within or close to the corridor.	<p>The Corridor Strategy sets a 20 year framework for the planning and management of the Princes Highway therefore, short term traffic increases resulting from construction activities are not considered in great detail within the Corridor Strategy.</p> <p>Traffic generated by construction activities are modelled and managed by the relevant Roads and Maritime project teams and councils using planning and environmental controls, which are then communicated to the local community.</p>

Submission Number	Submission	Response
5	Recognise the 'origin-destination' of the freight task and commuters within main centres rather than just the 'through traffic'.	<p>Commodity movements are discussed in Chapter 4.3 of the Corridor Strategy, which looks at industry and economic development along the corridor. The key industries and estimated freight tonnage for each urban centre and corridor planning section along the Princes Highway are demonstrated in the Corridor Strategy.</p> <p>In addition to this, the NSW Freight and Ports Strategy provides a more comprehensive overview of the freight challenges and opportunities on the NSW road network.</p>
6	Discuss the traffic conditions on Princes Highway through Bulli.	<p>This section of the Princes Highway is not located within the corridor and has not been assessed in the Princes Highway Corridor Strategy (Yallah to the Victorian Border).</p> <p>The NSW Government is progressively preparing corridor and network strategies for every state road in NSW. This section of the Princes Highway and Memorial Drive will be addressed in a future strategy.</p>
7	Acknowledgement that the Princes Highway is the only north-south transport artery south of Bomaderry.	<p>Chapter 4.1 of the Corridor Strategy provides an overview of the surrounding network acknowledging the limitations of the rail network and Chapter 4.5 provides more detail on the South Coast rail line including a map.</p> <p>Additional information will be included in Chapter 4.1 to further highlight that the Princes Highway is the only north-south land transport corridor south of Bomaderry.</p>
7	A lack of recognition of the bus connections south of Bega.	Chapter 4.5 of the Corridor Strategy discusses the public transport along the corridor including a number of coach services that operate along the length of the corridor including around Bega.
7	A lack of reference to the 'last mile' intersections to industrial precincts and other major developments and the Implications on freight and commuters.	<p>The 'last mile' challenge for freight vehicles is acknowledged and discussed in the NSW Long Term Transport Master Plan which considers the entire transport system.</p> <p>The Corridor Strategy sets a 20 year management framework for the Princes Highway and therefore does not discuss in detail the 'last mile' challenges. Intersections associated with the 'last mile' connection, however, will be addressed as part of the overall assessment of intersections along the Princes Highway Corridor.</p>

Submission Number	Submission	Response
7	There is no mention of the traffic generator effects of construction activities within or close to the corridor.	<p>The Corridor Strategy sets a 20 year framework for the planning and management of the Princes Highway therefore, short term traffic increases resulting from construction activities are not considered in great detail within the Corridor Strategy.</p> <p>Traffic generated by construction activities are modelled and managed by the relevant Roads and Maritime project teams and Councils using planning and environmental controls, which are then communicated to the local community.</p>
7	Recognition of the 'origin-destination' of the freight task and commuters within main centres rather than just the 'through traffic'.	<p>Commodity movements are discussed in Chapter 4.3 of the Corridor Strategy, which looks at industry and economic development along the corridor. The key industries and estimated freight tonnage for each urban centre and corridor planning section along the Princes Highway are demonstrated in the Strategy.</p> <p>In addition to this, the NSW Freight and Ports Strategy provides a more comprehensive overview of the freight challenges and opportunities on the NSW road network.</p>
7	Recognition of the desire to travel west from the Princes Highway along other State highway corridors.	<p>Chapter 4.1 of the Corridor Strategy highlights the surrounding road network, which includes many of the east-west road corridors such as the Kings Highway and the Snowy Mountains Highway. In response to this submission, additional wording will be added to this section to better describe the importance of the connections from the Princes Highway to the east-west connections.</p> <p>Transport for NSW and Roads and Maritime are also progressively preparing corridor strategies for every state road in NSW. This will include east-west connections that connect to the Princes Highway.</p>
7	The Princes Highway Corridor Strategy only providing a lineal focus of transport in the South East of NSW.	<p>The NSW Long Term Transport Master Plan, the Regional Transport Plans and the NSW Freight and Port Strategy consider the wider road network. The Corridor Strategy, by design, sets a 20 year framework for the Princes Highway Corridor. It acknowledges the connections with other transport corridors and modes. The NSW Government is progressively preparing corridor and network strategies for every state road in NSW including key east west connections such as the Snowy Mountains Highway.</p>
7	A better recognition and future development of these East/West transport corridors could provide significant strategic advantages for the Princes Highway.	<p>The NSW Government is progressively preparing corridor and network strategies for every state road in NSW including key east west connections such as the Snowy Mountains Highway.</p>

Submission Number	Submission	Response
9	The Corridor Strategy provides very little recognition of other modes of transport and in particular aviation and marine transport.	<p>Corridor strategies are multi-modal strategies, considering public and active transport as well as light and heavy vehicle usage. Corridor strategies also consider key freight hubs such as ports and multimodal interchange hubs.</p> <p>The actions that result from the development of a corridor strategy focus on the road transport network and the detailed analysis and planning is specifically related to the long term management of the state road network with consideration of other modes.</p>
9	A lack of detail on more specific commitments to projects and actions along the Highway corridor and more particularly South of Narooma.	<p>Corridor strategies are prepared by analysing the current and anticipated performance of a particular corridor in terms of road safety, traffic efficiency and asset management activities.</p> <p>Corridor strategies identify the key challenges and identify short, medium and long term priorities to address the current and future challenges. The strategies are developed as a planning framework and do not aim to identify specific projects or prescribe particular treatments to issues.</p> <p>Once a specific project or commitment is identified, a project team will be responsible for developing and communicating this with the community.</p>
11	Council did not provide feedback on the draft strategy, as we observed that it excludes that part of the Princes Highway north of Yallah and as such, is essentially outside the Wollongong LGA boundaries.	This has been noted.
13	Concerns about the high traffic volumes through Milton at certain times of the year.	<p>RMS acknowledges the significant variations in traffic volumes along the Princes Highway due to holiday and tourist traffic, including through Milton and Ulladulla. The Corridor Strategy has identified the following priorities:</p> <ul style="list-style-type: none"> <li>• manage and monitor peak holiday traffic through Milton, and</li> <li>• investigate options to improve driver information about traffic conditions in Milton.</li> </ul> <p>Detailed information about traffic conditions along the Princes Highway, including through Milton is available in the Corridor Strategy in Chapter 5.2.</p>

Submission Number	Submission	Response
15	Extra lanes and capacity should be provided at the Clyde River bridge crossing at Batemans Bay.	<p>The Princes Highway is subject to significant seasonal fluctuations in traffic volumes due to the important tourist function of the highway and the popularity of the south coast as a holiday destination.</p> <p>One of the key challenges identified in the Corridor Strategy is that of maintaining safe and stable traffic flow in urban centres and managing the effects of seasonal peak traffic. RMS will continue to monitor traffic flow and develop initiatives to improve information to motorists and to manage congestion during peak holiday periods.</p> <p>In addition to this, investigations have commenced into the renewal or replacement of the Batemans Bay Bridge. Once complete the project will improve freight access, reduce maintenance costs and reduce traffic delays resulting from the lift span operation.</p> <p>Another short term priority identified in the Corridor Strategy is to review the intersections through Batemans Bay in terms of safety and efficiency performance.</p>
18	The surrounding road network should be upgraded around Batemans Bay and Moruya.	<p>RMS acknowledges the significant variations in traffic volumes along the Princes Highway and the surrounding road network due to holiday and tourist traffic.</p> <p>In response to the impact of these volume fluctuations, the Corridor Strategy has identified a priority to develop an ITS strategy for the highway to manage driver expectation about travel times during peak periods.</p> <p>RMS will continue to work with Eurobodalla Shire Council to manage the safety and efficiency of the connections between the highway and the surrounding road network.</p>
22	Traffic has increased hugely in the last decade. Truck noise and diesel fumes are increased making unpleasant living.	<p>Traffic volumes have grown along the Princes Highway over the last 30 years. A detailed overview of the traffic performance is shown in Chapter 5.2 of the Corridor Strategy.</p> <p>The Strategy seeks to minimise congestion by improving traffic efficiency, which results in a reduction in air pollution. The vision for the future of the Princes Highway, as identified in the Strategy, is to support an improved public transport system between lower Illawarra and South Coast.</p>

Submission Number	Submission	Response
23	The strategy should acknowledge the opportunities for freight and tourism traffic to utilise East-West connections.	<p>Transport for NSW and Roads and Maritime Services are progressively preparing corridor strategies for every state road in NSW. This will include east-west connections such as the Kings Highway and the Snowy Mountains Highway. Other plans such as the NSW Long Term Transport Master Plan and the NSW Freight and Ports Strategy consider wider network issues and priorities regarding freight and tourism.</p> <p>The Princes Highway Corridor Strategy considers freight and tourism traffic along the corridor and managing the connections with east west links such as the Kings Highway and Snowy Mountains Highway.</p> <p>Chapter 3 and Chapter 4 of the Corridor Strategy provide more detail on the different road users and the demand and role of the Princes Highway.</p>
24	Why are upgrades and works always so minimal?	<p>Corridor strategies are prepared to assist the NSW Government in making decisions about infrastructure planning and investment. The Princes Highway Corridor Strategy has identified a range of short, medium and long term priorities which provide the best value for money, based on the evidence collected during the corridor planning process.</p> <p>The NSW Government is committed to providing a high standard 4 lane divided carriageway between Waterfall and Jervis Bay Road and there are a number of projects which are currently under construction or in planning which will meet this commitment.</p> <p>South of Jervis Bay Road, the traffic volumes drop significantly and on sections of the highway with lower traffic volumes, the priority is to provide overtaking lanes where they are most needed.</p> <p>Detailed information about traffic volumes on the Princes Highway can be found in Chapter 5.2 of the Corridor Strategy and a list of the priorities can be found in Chapter 7.</p>



## 4 WAY FORWARD

This Community Consultation Report summarises the comments and feedback received on the Princes Highway Draft Corridor Strategy following a public consultation period between 11 April 2016 and 27 May 2016. The report also responds to the concerns raised in these submissions.

Consideration of the issues raised during the public submissions period has led to a number of updates and improvements to the final Corridor Strategy document.

We would like to thank community members and stakeholders for their time and input to the strategy development process. We would also like to thank local councils for providing technical analysis and documents that will be of assistance in the development of road projects.

Local knowledge has been invaluable in the process of developing a strategy for the Princes Highway corridor and input from community members and stakeholders using the corridor has been vital in the development of a final document that accurately represents the requirements of the community it aims to support.

## 5 APPENDIX

### 5.1 Appendix 1 – Stakeholders invited to comment

#### List of Stakeholders

Kiama Council
Shoalhaven Council
Department of Transport, Planning & Local Infrastructure
Ulladulla & Districts Community Forum
SEATS
NRMA
RDA Far South Coast
RDA Illawarra
Illawarra Joint Organisation of Councils
Wollongong City Council
Eurobodalla Shire Council
Shellharbour City Council
Bega Valley Shire Council

### 5.2 Appendix 2 – A list of meetings

Meeting Date	Meeting	Location
11 April 2016	Meeting with Shoalhaven Council	Nowra Council Chambers
13 April 2016	Meeting with Kiama Council	Kiama Council Chambers
13 April 2016	Meeting with Department of Premier and Cabinet and Department of Planning and Environment	RMS Office Wollongong
22 April 2016	Meeting with Eurobodalla Council	Eurobodalla Shire Council Chambers
27 April 2016	Meeting with Shellharbour Council	Shellharbour Council Chambers









## **Princes Highway Corridor Strategy Community Consultation Report**

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### **Transport for NSW**

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