

Draft South East and Tablelands

Strategic Regional
Integrated Transport Plan



Acknowledgement of Country

Transport for NSW acknowledges the Traditional Custodians of the Bidjil, Dharug, Gundungurra, Ngarigo, Ngunnawal, Tharawal, Wiradjuri and Yuin peoples. Transport pays respect to our First Nations people's continuous deep relationship and connections to their land, language, song, dance, and art.

Across the South East and Tablelands, significant places such as the Snowy Mountains (Ngarigo Country), the Great Dividing Range (shared across multiple Nations), Gulaga National Park (Yuin Country), and the Upper Lachlan River (Wiradjuri Country) hold profound spiritual, cultural, and environmental significance. These landmark features are not just physical spaces but sacred landscapes that embody the First Nations people's stories, knowledge, and traditions.

Transport pays respect to the ancestors who cared for these lands for generations, leaving behind a legacy of cultural wisdom and knowledge deeply embedded in these landscapes. Transport acknowledges that information on the physical and social boundaries of Aboriginal communities can be contentious and Indigenous history has many threads that help form our contemporary understanding.



Backcountry, Kosciuszko
National Park
© Destination NSW

Cover: NSW TrainLink coach
driver checking passenger
e-tickets at Goulburn Station

Ministers foreword



I am pleased to present the Draft South East and Tablelands Strategic Regional Integrated Transport Plan and its vision for a connected, equitable, safe and sustainable transport network that works to serve the people and communities of the region.

The unique geography of the South East and Tablelands features alpine peaks of the Great Dividing Range; a sprawling coastline peppered with tourist meccas; the Southern Highlands and its rolling pastoral lands. This, coupled with the frequent cross border movements with Victoria and the ACT, means the South East and Tablelands requires a transport plan that is as bespoke as the region it serves.

The South East and Tablelands is experiencing significant growth and change. Transport as a critical social determinant of health, education, and employment, and plays a fundamental role in meeting the demands of growth. At the same time, it is essential to maintain social inclusion and community resilience.

Creating a transport system that works for all our communities is a core pillar for the Government – and that starts with looking after our most vulnerable and dispersed communities.

For many people in the regions, including those with disabilities and senior citizens, access to public transport, in addition to travel times, is often a barrier to the very things that will improve their lives. This needs to change.

Our Draft Strategic Regional Integrated Transport Plan is a blueprint on how we will do this. Focused on short to medium term deliverables, while maintaining an eye on a long-term vision for the South East and Tablelands, this Draft Plan is outcome focused, designed to acknowledge the diversity of communities across the South East and Tablelands and effectively address its changing transport needs.

Cross border movements will only increase as we see significant growth in the border communities of Queanbeyan-Palerang (21,000) and within the land-locked ACT (145,000) by 2041. As the population grows, so too will the need for housing. Transport will work hand in glove with the Department of Planning, Housing and Infrastructure to deliver more homes for more families across the South East and Tablelands.

We will support growth and housing by expanding public transport options that align with population increases and enhance multimodal connections to mass transit, particularly by improving cross border and inter-region services to enable better access to health, education and jobs. We will work with the Australian Capital Territory Government on improving Canberra to Sydney connections by reducing travel time on the train line. This approach will improve transport choices, fostering a vibrant and liveable South East and Tablelands.

A varied economy for the South East and Tablelands will be strengthened by improved services to enable transport choice for people travelling to and from work.

Linking tourism employees and visitors to major destinations is not just good for our people, but it's good for our economy.

The region also has a renewable energy industry through the Snowy Hydro Scheme and NSW's first windfarm, which was established at Crookwell. This focus on renewables will continue as significant freight and oversize overmass (OSOM) movements occur throughout the South East and Tablelands as the renewable energy zones (REZ) signal a 'once-in-a-generation' economic shift and existing industries such as agriculture and timber continue to grow. This will require new and innovative approaches to how we safely and sustainably manage these movements on many of our State Roads.

Safety will continue to underpin everything we do. The Government continues its commitment to achieving zero trauma on the road network by 2050 and zero trauma on waterways by 2056. But we cannot shy away from the challenges meeting this commitment present. It is easy to look at the road toll and simply see a number, sadly however, that number also represents people, many of which reside in the South East and Tablelands. They could be the people you work with, or your neighbour, or a member of your family. The impact of our road toll is far and wide, and it is a number that will only be acceptable when it reaches zero.

We will continue to improve transport choices for our people, so they can safely travel on public transport or by active transport and leave the car at home.

We will work with local councils to identify locations of 'crash clusters' and improve safety infrastructure in these locations. We will improve and increase the number of heavy vehicle rest stops as part of major highway upgrades.

Our regional and remote roads will also continue to benefit from our focus on resilience. The South East and Tablelands region has experienced significant natural disasters. The fires of 2019 ravaged the region followed by extensive rainfall and flooding in recent years. Climate modelling suggest instances of natural disasters will increase. We need to build more resilience into our existing network and plan for future shocks and stresses so we can minimise the impacts of natural disasters on our transport network and services.

The saying 'prior preparation prevents poor performance' rings true. We will maintain and improve our ageing transport assets; new assets will have climate and hazard resilience built into them and improved technologies will enable management strategies to respond to emergencies efficiently and effectively in real time.

I have met with and listened to the people and communities of the South East and Tablelands and understand the complex challenges the region faces. Talking to local residents, councils, business owners and community groups like the Country Women's Association (CWA), I heard about the lack of travel options for people needing to access essential services such as health and education; I heard about the need for a better transport system that supports our workers and tourism industry; and I heard about the need to improve our network resilience to better respond to stress and shocks.

It's clear there's much we need to do.

As the South East and Tablelands goes through significant growth and change, a strategic and integrated approach to transport planning is vital to ensuring we realise our vision, and the people and communities of this beautiful and diverse area are well connected by a safe, sustainable and integrated transport network.

The Hon. Jenny Aitchison, MP
NSW Minister for Regional Transport and Roads



To the reader of this Draft Plan

The Strategic Regional Integrated Transport Plans (SRITP) represent the NSW Government's commitment to delivering tailored regional transport plans that contextualise the State's objectives and outline a targeted program of initiatives for each region's unique needs.

The Draft South East and Tablelands Strategic Regional Integrated Transport Plan (Draft Plan) replaces the previous Draft South East and Tablelands Regional Transport Plan and various Place Plans with a greater focus on outcomes, aligning closely with the government's priorities.

Over a four-year period, nine plans will be delivered for the Department of Planning, Housing and Infrastructure regions across NSW. This will ensure enhanced integration across the plans and their invisible boundaries and provide a streamlined connection between state-wide planning and its context within its regional application.

In developing the Draft Plan there has been a focus on ensuring we have identified challenges, opportunities and draft initiatives – directly informed by insights and evidence gathered from data and stakeholder engagement, ensuring a clear connection between feedback, analysis and action.

This Draft Plan has been built on previous work completed including the Draft South East and Tablelands Regional Transport Plan (2022–2023), other strategies, plans and programs being delivered by Transport, including the public facing Active Transport Strategy as well as internal plans. The Draft Plan was informed by data and insights, such as the common planning assumptions and what we heard through early engagement and our

have your say website. This informed our vision, outcomes and the draft initiatives within this Draft Plan.

The Draft Plan is more than just a single document, but a collection resources for each of the nine regions that reflect the key inputs and outputs that went into the development of each Plan.

What you can access to inform your feedback and submissions on the Draft Plan include:

- the Draft Plan
- the Early Engagement Report
- the StoryMap
- engagement resources.



We are now checking we got it right

We are currently seeking to validate the Draft Plan before we finalise it. Your feedback is essential to helping us do this.

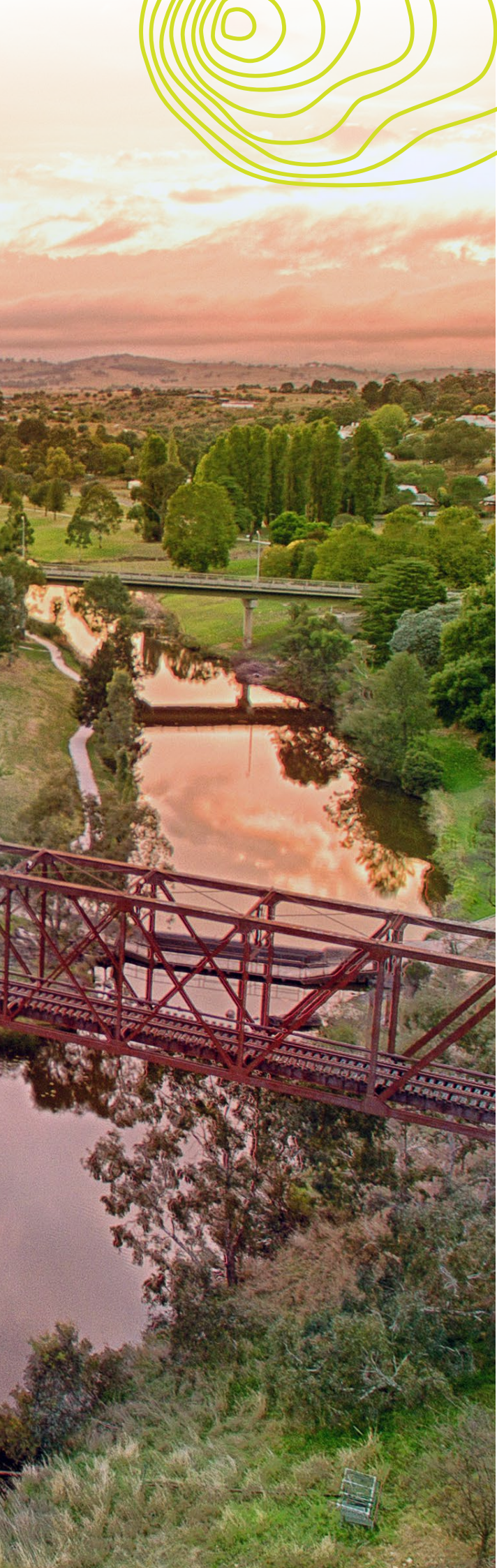
You can access the Early Engagement Report which outlines who we talked to and what we heard. We have also developed a StoryMap to share accessible data and insights that have been used to understand current and future transport requirements. Share your feedback via our [Have Your Say portal](#). Here you will be able to fill out a survey, upload a submission or drop a pin on our interactive map. We look forward to hearing your thoughts.

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Executive Summary

The South East and Tablelands is a region where its unique landscapes, vibrant towns, and proximity to large economies make it somewhere people want to live, work and visit. Across the region, its communities and industries rely on an extensive road and transport network to access places both locally and internationally.

The region, located in south east NSW, is geographically large and traversed by the Great Dividing Range. Comprised of four distinct areas; the Capital subregion, the Southern Tablelands, the Far South Coast, and the Alpine Region, each region is home to important regional cities and towns like Young, Queanbeyan, Goulburn, Moss Vale, Bega, and Batemans Bay. The region's proximity to the ACT, Sydney, and the Illawarra means its transport network helps to support the movement of people and goods across Australia and beyond.

The Draft South East and Tablelands Strategic Regional Integrated Transport Plan has been developed to ensure that today's and future residents, visitors, and workers have a transport network fit for the region.

Throughout the Draft Plan, the approach is to first understand and then explore why people travel in the South East and Tablelands. Whether it's travelling to school, attending a hospital appointment, or transporting goods to port, this Draft Plan is based on comprehensive consultation with the people who use the transport network. Through extensive listening and data-informed processes, Transport will create a transport network that serves the communities of today and the future.

The future of transport in the South East and Tablelands

The future transport network in South East and Tablelands will be one that is safe, resilient, efficient and sustainable. It will offer a range of flexible and accessible travel options that fit the needs of its residents, workers and visitors across communities for access to essential goods and services. The network will respond to land use, supporting residential infill development in our strategic centres and towns, and connect our key industries to markets within and beyond the NSW border.

To deliver this, this Draft Plan identifies achievable actions that will optimise the transport network and improve travel options for people and goods over the next 20 years. These actions will support the South East and Tablelands in responding to anticipated economic and population changes and embed lessons learned from natural disasters that threaten the resilience of communities and the transport network.

The Draft Plan will result in a transport network comprised of infrastructure and services that improve access to homes, jobs, and markets. By exploring technological advancements and policy adjustments, the draft initiatives outlined in the Draft Plan aim to enhance the transport

experience, leveraging the region's strategic location near Sydney, Canberra, Wollongong, and Victoria.

Specialist industries and emerging job precincts require continuous improvements to strategic freight routes like the Hume Highway and Princes Highway to ensure goods can be transported safely and efficiently to ports and airports both regionally and nationally.

As the economy continues to thrive and diversify, the transport network will connect essential workers and communities to key services, improve local and regional transport links for residents, and help visitors access tourism destinations across the South East and Tablelands.

The resilience of the network will be increased to better prepare for and withstand natural events that disrupt services and operations and be constructed in a way that provides value for money to regional NSW.

The transport system will recognise diverse places and contribute to liveable communities, maximising the potential for infrastructure to move people and goods for a sustainable future.



Alpine bus service

The challenges for the South East and Tablelands

This Draft Plan identifies and proposes responses to key challenges that have been prioritised as a result of engagement and analysis across the South East and Tablelands.

A breakdown of each area and its challenges are as follows:

The Capital subregion surrounds the ACT, serving as a vital link to NSW. It is characterised by its proximity to Canberra, a mix of strategic centres and small towns, and its agricultural areas.

Challenges include:

- limited access to frequent and reliable transport services
- passengers wanting a greater seamless transport experience options across state borders
- the infrastructure strain and impacts of urban expansion from the ACT.

The Far South Coast is the most south eastern coast of NSW, featuring bushland, sandy beaches, numerous rivers and estuaries known for their pristine marine environments.

Challenges include:

- transport choices for dispersed populations across the coast
- transport choices to larger major centres and strategic centres
- addressing climate resilience in a constrained environment impacted by bushfires, floods and rising sea levels.

The Southern Tablelands is bordered by the Great Dividing Range, the Lake George basin and the major rivers of Yass and Molonglo. It is characterised by its rural, agricultural land and dispersed town centres.

Challenges include:

- transport connections and options within its centres and connecting centres
- the on-flow impacts on transport due to its dependence on Canberra, Sydney and Wollongong for services and employment
- balancing transport development with the needs and constraints on its agricultural and environmental land.

The Alpine Region is a high-altitude area within the Snowy Mountains, and home to Australia's highest peak, Mount Kosciuszko. marked by mountain ranges, deep valleys and supports a mix of tourism all year round.

Challenges include:

- planning for a varying and complex environment and mountainous terrain such as the Great Dividing range, the Snowy Mountains and Brown Mountain
- ensuring reliable access during peak tourism periods and reliable year-round access for residents and visitors
- managing safe access and alternative routes for small and dispersed populations.



Key directions

In summary, the key directions for the Draft South East and Tablelands Strategic Regional Integrated Transport Plan that will realise the vision and meet the objectives are shown below.

1. Connecting people and workers to essential services through:

- a. public transport access within and between the strategic centres including access to education, employment and health facilities
- b. enhancing frequency of services linking centres
- c. day-return services to Greater Sydney, Wollongong and Canberra.

2. Seamless connections to major cities and centres:

- a. seamless cross border movements for VIC and ACT
- b. identify a corridor for future connection between Googong and South Jerrabomberra and Queanbeyan to the ACT
- c. implementation of smart technology and integrated payment options across borders.

3. Freight routes to support the regional economy:

- a. addressing safety and natural hazard constraints which limit the expansion of heavy vehicle access and high productivity freight along the Princes Highway (i.e. Brogo, Tuross Heads, Narooma), the Kings Highway (Clyde Mountain) and the Snowy Mountains Highway (Brown Mountain)
- b. rest stop and road access improvements for heavy vehicles and operators.

4. Empowering businesses and industries through:

- a. the provision of seasonal and special event public transport services
- b. better travel demand management of traffic congestion in areas of high seasonal demand.

5. Enhancing transport access, safety and equity for Aboriginal communities by:

- a. supporting Aboriginal businesses, organisations and community transport providers
- b. improve access to health, employment, education and places of cultural significance.

6. A safer transport network for everyone by:

- a. town entry gateway treatments on state roads that are main streets
- b. safety improvements on major transport corridors
- c. investigate improvements to key escarpment crossings across the Great Dividing Range.

Implementing the plan

The Draft Plan has detailed the steps necessary to turn the identified opportunities into tangible actions. Broken down by timeframes, the Draft Plan will prioritise the actions that are most critical to the South East and Tablelands while demonstrating who is responsible and accountable. The Draft Plan will help to manage risks, track progress, and ensure that Transport, councils, state agencies, industry, and other partners are aligned leading to the successful delivery of the outcomes identified within the Draft Plan.

The final list of draft initiatives listed in the implementation plan will be refined and further developed to ensure that what is shown in the Draft Plan can be delivered in the timeframes we are working towards. If necessary, additional funding will be sought as part of the Draft Plan finalisation. New insights and ideas could arise during public consultation which may lead to additional initiatives being added or existing initiatives modified to better reflect the needs of the community.

Definitions

Term	Definition
Aboriginal Community-Controlled Organisations	Aboriginal and Torres Strait Islander community control is an act of self-determination. Under the National Agreement on Closing the Gap 2020, an Aboriginal and/or Torres Strait Islander Community-Controlled Organisation delivers services, including land and resource management, that builds the strength and empowerment of Aboriginal and Torres Strait Islander communities and people and is: a. incorporated under relevant legislation and not-for-profit b. controlled and operated by Aboriginal and/or Torres Strait Islander people c. connected to the community, or communities, in which they deliver the services d. governed by a majority Aboriginal and/or Torres Strait Islander governing body.
Active transport	Transport that requires individual physical effort to provide mobility. For personal travel, this includes walking, use of a wheelchair or mobility aid or cycling using a bicycle or micromobility (see definition below). Active forms of transport for freight delivery include both pedal-powered and electric-power-assisted cargo bikes.
ACT	Australian Capital Territory.
Department of Planning, Housing and Infrastructure (DPHI) region	Geographic administration for the Department of Planning, Housing and Infrastructure regions which comprises the Central Coast, Central West and Orana, Hunter, South East and Tablelands, Far West, Illawarra Shoalhaven, New England North West, North Coast, and Riverina Murray. For more information go to DPHI's Regional plans.
DPHI's Draft South East and Tablelands Regional Plan 2041	The draft South East and Tablelands Regional Plan 2041 is the 20-year strategic planning blueprint to ensure the dynamic and vibrant region's ongoing prosperity. The plan sets the land use planning framework, vision and direction for future needs for housing, jobs, infrastructure, a healthy environment and connected communities. For more information go to Draft South East and Tablelands Regional Plan 2041.
Discrete Aboriginal community	A discrete community is a geographic location, bounded by physical or legal boundaries, which is inhabited or intended to be inhabited predominantly (i.e. greater than 50% of usual residents) by Aboriginal or Torres Strait Islander peoples, with housing or infrastructure (power, water, sewerage) that is managed on a community basis. Discrete communities have populations of (but not limited to) 50 or more Aboriginal and Torres Strait Islander people. Services such as schools, health clinics, shops and council depots are usually present.

Term	Definition
Employment land	Land zoned for industrial or similar purposes in planning instruments. These uses include manufacturing; transport and warehousing; service and repair trades and industries; integrated enterprises with a mix of administration, production, research and development; and urban services and utilities.
EV	Electric vehicles.
Freight	Goods or cargo transported by heavy vehicles, light commercial vehicles (e.g. vans and utes), cycle couriers, rail, aircraft, or ship.
FSI	Fatal and serious injury.
HPV	High productivity vehicles.
Intermodal terminal (IMT)	An area of land used to transfer freight between at least two modes of transport. It is typically used to describe the transfer of international shipping containers from road to rail and vice versa.
LALC	Local Aboriginal Land Council.
LGA	Local government area.
Local strategic planning statement (LSPS)	Prepared by council and sets out the planning priorities which meet their community's needs and deliver key state and regional planning objectives. A council's LSPS sets out a 20-year vision for land use in the local area, the shared community values to be maintained and enhanced, how future growth and change will be managed in line with the special characteristics which contribute to local identity.
Micromobility	Devices similar in size and speed to bicycles with or without a motor like a scooter or skateboard.
Oversize overmass (OSOM)	An oversize overmass vehicle is a heavy vehicle that is carrying or specifically designed to carry a large indivisible item.
Passenger	User of public transport.
PBS	Performance based standards for heavy vehicles.
Reconciliation action plan (RAP)	A strategic document demonstrating an organisation's commitment to create meaningful opportunities for Aboriginal and Torres Strait Islander peoples.
Regional roads	Regional roads are the lesser trafficked classified roads (which are not State roads) and some of the more important unclassified roads. Councils manage and maintain regional roads with funding assistance from Transport.
Renewable energy zone (REZ)	Renewable energy zones (REZ) group new wind and solar power generation into locations where it can be efficiently stored and transmitted across NSW. They combine: • new renewable energy infrastructure, including generators (such as solar and wind farms) • storage (such as batteries and pumped hydro) • high-voltage transmission infrastructure.

Term	Definition
South East and Tablelands (SET)	South East and Tablelands region as defined by the NSW Department of Planning, Housing and Infrastructure.
Special activation precinct (SAP)	Special activation precincts (SAP) bring together planning and investment support services to deliver industrial and commercial infrastructure in six dedicated areas of regional NSW. The services allow businesses to establish and grow with confidence, providing more local jobs and driving economic growth. The creation of special activation precincts is part of the NSW Government's 20-year economic vision for regional NSW.
Shared mobility	Shared mobility is access to a vehicle or transport service as it is needed. It includes car sharing, bike and e-scooter sharing, carpooling and point-to-point travel in vehicles or taxis (including vehicles that ultimately could be automated).
State roads	State roads form the primary arterial road network. State roads are all classified roads. Transport is responsible for managing the primary traffic function of State roads. This includes funding and determining priorities, as well as regulating the activities of third parties on the road and access to adjoining land to promote road safety, traffic efficiency and protect the road asset.
Strategic centre	Strategic centres (regional) are centres with significant commercial components and a range of higher-order services.
Strategic Regional Integrated Transport Plans (SRITP)	Strategic Regional Integrated Transport Plans will be delivered for each of the nine DPHI regions of regional NSW to support integrated land use and transport planning in regional NSW for the next 20 years.
Transport	Transport for NSW.
VIC	Victoria.
Zero Emission Buses (ZEB)	ZEBs eliminate bus exhaust fumes and are a quieter way to travel on public transport.

01

Starting with Country and Closing the Gap



The South East and Tablelands region is home to the traditional lands of the Bidjil, Dharug, Gundungurra, Ngarigo, Ngunawal, Tharawal, Wiradjuri, and Yuin peoples. As the traditional custodians of the land, these communities have deep-rooted connections to the region with unique laws, customs, and cultural practices that continue to influence the landscape today.

Aboriginal peoples in the South East and Tablelands have a rich history of living with and shaping their environment. This connection remains visible in the cultural landscape, including ceremonial sites, trade routes and knowledge of land management techniques such as firestick farming. These practices reflect a profound understanding of Country, contributing to its biodiversity and resilience.

Many places across the region, from the highlands of the Snowy Mountains to the coastal landscapes of the Yuin Nation, carry cultural and spiritual significance. Sacred sites, ancient rock carvings and Songlines continue to connect Aboriginal communities, weaving stories that speak of creation, survival, and stewardship of the land.

Country in the South East and Tablelands is not only a physical place but a living system that supports culture and community. Transport routes in the region, such as those following the pathways to the coast or between the valleys of the Great Dividing Range, often mirror the traditional travel and trade routes used for thousands of years by Aboriginal peoples.

Transport acknowledges and respects the enduring connection between Aboriginal people and their land. The latest census states that nearly five per cent (13,364 residents) of the region's population have Aboriginal and Torres Strait Islander background¹. In planning and delivering transport infrastructure and services, we are committed to integrating Aboriginal knowledge and perspectives to ensure a deeper understanding of the environmental and cultural impacts on Country. The stories and insights shared by Elders and other knowledge holders have informed this Draft Plan, ensuring that it reflects the unique cultural heritage and aspirations of the South East and Tablelands. The NSW Government's commitment to the National Agreement on Closing the Gap further ensures that Aboriginal people have a genuine voice in the decision-making processes that affect them.

Five key reform areas underpin our efforts to foster better outcomes, including shared decision-making, building community sectors, and creating opportunities for economic independence:

1. Formal partnership and shared decision-making.
2. Building community sectors.
3. Transforming government organisations.
4. Shared access to data and information at a regional level.
5. Employment, business growth and economic prosperity.

The Draft Plan has adopted four Aboriginal result statements to guide how we respond to the National Agreement on Closing the Gap. They are:

- Aboriginal people are connected safely to the economy and socially, through transport solutions.
- Our Community and Country are healthy and strong through transport planning and placemaking.
- Aboriginal economic independence is supported by Transport.
- Transport drives transformative action to deliver systemic change.

Development of this Draft Plan has been guided by the Transport for NSW Planning with Country framework and informed by preliminary engagement with Aboriginal stakeholders from across the South East and Tablelands region. The stories and messages they shared have helped to shape the narrative, challenges, and opportunities.

Planning with Country is Transport's response to the Department of Planning, Housing and Infrastructure's 'Our Place on Country' and provides a flexible set of guidelines and principles, to ensure emerging and consistent Planning with Country approaches are embedded within Transport's processes.

The framework provides a set of guidelines with five key principles and provides a pathway to equip our practitioners with the cultural competency and tools to engage and advocate for ways that they can respond to changes and new directions in planning policy to deliver better outcomes for our Aboriginal communities across NSW.

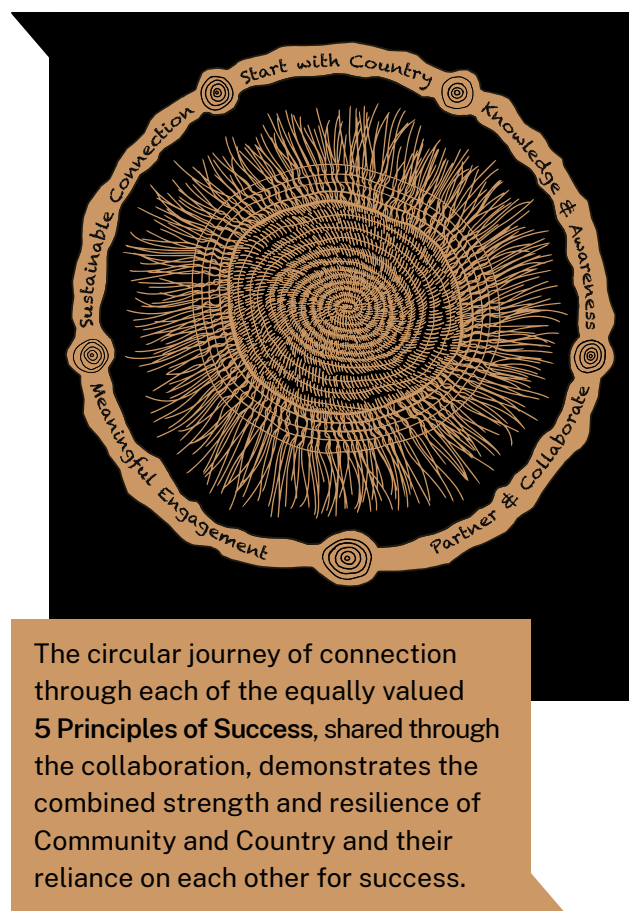
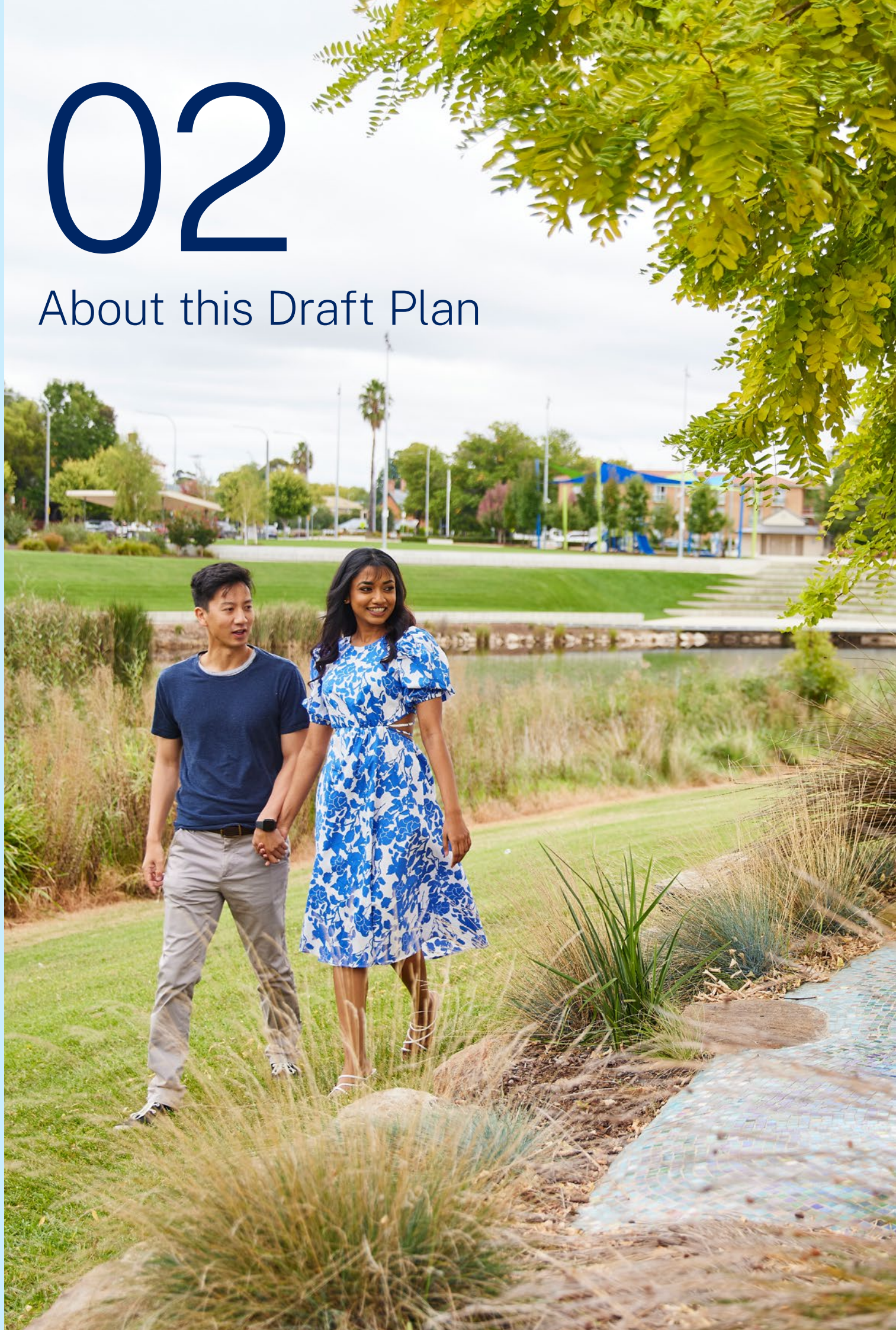


Figure 1. The woven representation of Planning with Country
© Feather Flower Creative (design by Natalia Baechtold).

¹ Australian Bureau of Statistics (August 2021), Counts of Aboriginal and Torres Strait Islander Australians – estimated resident population, [accessed 1 August 2024]

02

About this Draft Plan



2.1 What is a Strategic Regional Integrated Transport Plan

2.1.1 Purpose

This Draft Plan is one of nine regional transport plans to be delivered across regional NSW. Rather than a 'one size fits all approach', the Draft Plan evaluates the transport needs of the South East and Tablelands' distinctive local government areas to support the specific needs of communities across the region.

Social determinants, such as income levels, education, employment, and housing, are key considerations when planning for the South East and Tablelands. These factors can influence people's access to and ability to use different transport options. This can be even more challenging in more rural areas of the region. For people on lower incomes, the cost of maintaining a vehicle may prove prohibitive potentially limiting their ability to access services and employment opportunities. This might be compounded if the community has no or limited public transport alternatives. Consequently, transport barriers may entrench or create social disadvantage.

The Draft Plan aims to address these disparities by providing accessible, reliable, and affordable transport options to connect communities and ensure access is provided equitable. Integrating social determinants into transport planning promotes not only mobility but also social inclusion, economic opportunity, and overall community wellbeing.

A core focus of the Draft Plan has been on the importance of safety across the different transport modes. A safe network is underpinned by a resilient network with Transport creating new draft initiatives to ensure residents, workers, and visitors and continue to use the transport network safely in the future.

The Draft Plan provides a 20-year vision with the key transport priorities. It offers staged timing for the planning of government-led services and/or infrastructure responses based on future needs. The Draft Plan considers community's transport needs now and into the future, guiding the delivery of Transport's services and infrastructure delivery program in alignment with government priorities. In developing the Draft Plan, Transport has worked in partnership with councils, industry and communities, and considered insights heard through extensive engagement to inform the vision, priorities and outcomes for the region.

2.1.2 Extent

This Draft Plan applies to the South East and Tablelands region which is bordered by Greater Sydney to the north-east, Central West and Orana to the north-west, Illawarra Shoalhaven and the Pacific Ocean to the east and Riverina Murray to the west. It matches the extent of the 2041 Region Plan by the Department of Planning Housing and Infrastructure. The South East and Tablelands consist of nine local government areas, including Bega Valley, Eurobodalla, Goulburn Mulwaree, Hilltops, Queanbeyan-Palerang, Snowy-Monaro, Upper Lachlan, Wingecarribee and Yass as shown in Figure 2. This area surrounds the ACT with the Global Gateway of Canberra, Australia's capital city and is defined by its interdependent borderless connections.

With a geographically diverse natural environment with landscapes ranging from Mount Kosciuszko, Australia's highest peak, to rural and bush-covered plains, hinterland areas and the dramatic Sapphire Coast, the South East and Tablelands region offers residents and visitors a myriad of places to live, work and play. The proximity to the Australian Capital Territory, Victoria, and Western Sydney offers both opportunities and a unique set of challenges across all transport modes and the transport network.

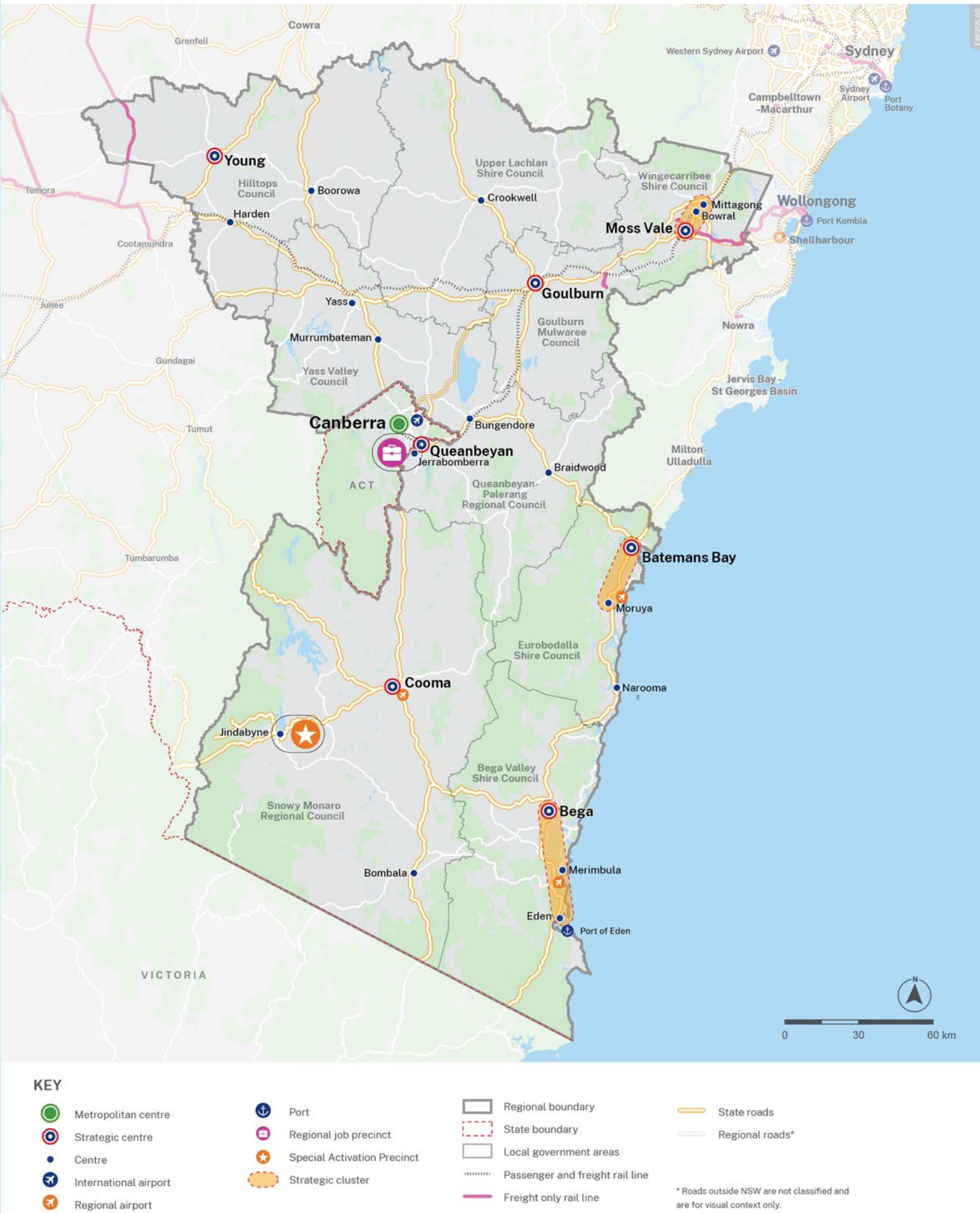


Figure 2. The South East and Tablelands region

2.2 Strategic context

NSW State agencies and local government develop plans and strategies that set priorities and strategic directions to inform planning for the future. These plans and strategies set the direction for the transport system. This includes improving connectivity, enabling multimodal mobility, providing equitable access and supporting safer journeys.

2.2.1 Land use and development infrastructure

The Department of Planning, Housing and Infrastructure (DPHI) has broad responsibilities for planning and development in NSW, including developing and implementing policies; assessing state-significant infrastructure projects; rezoning land for more housing, jobs and recreation; coordinating with other government agencies; and partnering with councils, stakeholders and the community. DPHI works to ensure jobs, infrastructure and housing are delivered.

DPHI identifies, programs and collects state infrastructure contributions, including negotiating agreements for the direct delivery of state

infrastructure on behalf of the Department of Education, NSW Health and Transport. DPHI administers grant funding to help councils and NSW agencies improve essential infrastructure and create or enhance public and green spaces. These programs include the Regional Housing Fund to fast-track supply of land and deliver more homes across regional NSW.

2.2.2 Transport

Transport works closely with other government agencies and independent entities to deliver outcomes for the people of NSW. Transport sets the strategic direction for transport across the state, which involves consolidating the planning, policy, strategy, regulation, resource allocation, and other service and non-service delivery functions for all modes of transport in NSW. This supports the safe and seamless movement of people and goods on roads, rail, buses, point-to-point transport vehicles, On Demand services, community transport, walking and cycling. Transport oversees the delivery of transport infrastructure across NSW through its project experts and industry partners.



NSW Trainlink staff assisting passenger using mobile phone at Goulburn Station

Table 1. Key land use and transport legislation, strategies and plans

Planning scale	Land use	Transport
State	Environmental Planning and Assessment Act 1979 Local Government Act 1993 Heritage Act 1977 Environment Protection and Biodiversity Conservation Act 1999 State-wide land use plans ACT/NSW Memorandum of Understanding VIC/NSW Cross-border Memorandum of Understanding Native Title (New South Wales) Act 1994 No 45 National Agreement on Closing the Gap 2020	Transport Administration Act 1988 Roads Act 1993 Future Transport Strategy Road Safety Action Plan Regional NSW Network Plan (in development) Net Zero and Climate Change Policy 2023 Active Transport Strategy Towards Net Zero Emissions Freight Policy NSW Electric Vehicle Strategy Planning for Culture NSW Public Spaces Charter Movement and Place Framework Design of Roads and Streets Guide Road User Space Allocation Policy Safe Systems Approach Guide to Traffic Impact Assessment 2024 State Infrastructure Strategy 2022
Region	Draft South East and Tablelands Regional Plan 2041 ACT Planning Strategy (2018) Snowy Mountains Special Activation Precinct South Jerrabomberra Regional Jobs Precinct Canberra Region Joint Organisation Resilience Blueprint	Draft Strategic Regional Integrated Transport Plan (this plan) ACT Transport Strategy (2020)
Local or precinct	Canberra Region Joint Organisation Strategic Plan Local Strategic Planning Statements (LSPS) Place Strategies	Transport Management and Accessibility Plans Movement and Place Assessments Integrated Transport Plans Council-led master plans

2.2.3 SRITP key strategic alignment

The Draft Plan responds to the NSW Government priorities and is the transport response to the Department of Planning, Housing, and Infrastructure's draft South East and Tablelands Regional Plan 2041. The DPHI Plan is focused on five key themes:

- recognising Country, people and place
- enhancing sustainable and resilient environments

- leveraging diverse economic identities
- planning for fit for purpose housing and services
- supporting a connected and active region.

The objectives and draft initiatives in this Draft Plan support those themes to ensure land-use and transport investment complement and benefit each other.

The alignment of strategies at the state, region, and local scale is shown in **Figure 3**.

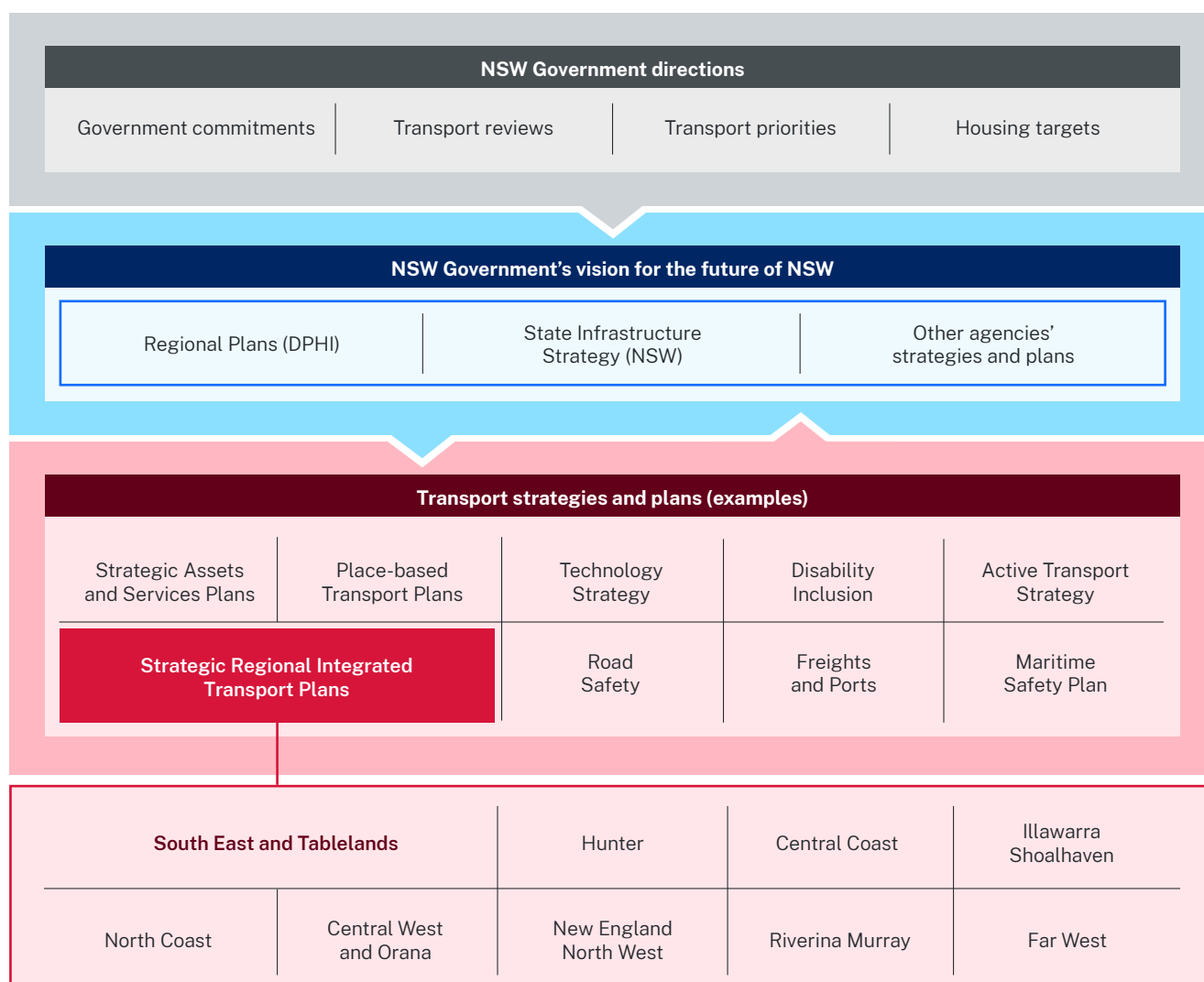


Figure 3. Planning framework alignment

03

Vision for the
South East and
Tablelands region



3.1 Transport vision

The South East and Tablelands transport network is safe, resilient, efficient and sustainable. It offers a range of flexible and accessible travel options meeting the needs of current and new residents, workers and visitors across communities for access to essential goods and services. This is informed by the land-use vision set for the South East and Tablelands region, which reflect changes in key industries and in-fill housing development within strategic centres and towns so they support a future of growth, innovation and a connected future.

Transport is committed to creating a resilient, efficient, and sustainable transport network that meets the evolving transport needs of the South East and Tablelands region. We aim to address the economic, social, environmental, and cultural transport challenges faced when travelling within the region and to other parts of NSW or interstate such as the ACT or Victoria.

Our focus is on providing reliable, flexible, and accessible transport options such as buses and coaches for communities, visitors, workers and residents across the coastal, inland, and alpine areas. With this region's proximity to major cities Canberra, Sydney and Wollongong, Transport is committed to connecting strategic centres with major cities, and across borders

as well as within local centres to ensure people can easily access where they live, work, and engage socially and culturally.

Integrated transport planning in this region will support growing emerging technology, key industries, freight accessibility improvements and tourism along movement corridors like the Hume Highway, Princes Highway, Barton Highway, Monaro Highway, Lachlan Valley Way, Burley Griffin Way, Southern Highlands and Main South Rail lines which pass through various towns and centres in the region. As we look towards 2041, we strive to facilitate growth, reduce network disruptions and manage travel to consider climate change and net zero.

The transport vision for the South East and Tablelands responds to the long-term land use vision in close collaboration with our stakeholders and influenced by engagement on previous work. It also considers the land use vision defined by the Department of Planning, Housing and Infrastructure in the Draft South East and Tablelands Regional Plan 2041.

It has been informed by the state, interstate and regional strategic planning priorities, and is consistent with NSW Government land use and transport policies. The vision was subsequently mapped back to the outcomes and directions of the draft South East and Tablelands Regional Plan, Transport Outcomes Framework and NSW Government priorities.

3.2 Objectives and outcomes

The objectives are key concerns fundamental to strategic transport planning and, when met, articulate the realisation of the vision at the regional and local levels. The objectives are relatively consistent across all regions, but the outcomes are unique and describe what we want to see in the future in specific places or across the region.

A suite of indicators has been developed. These are used to ensure the draft initiatives are chosen based on how they perform against an objective and to realise the long-term vision.

This will enable the program of initiatives to be actioned after the final release of each plan. Implementation of this program over time will be tracked and reported to the community.

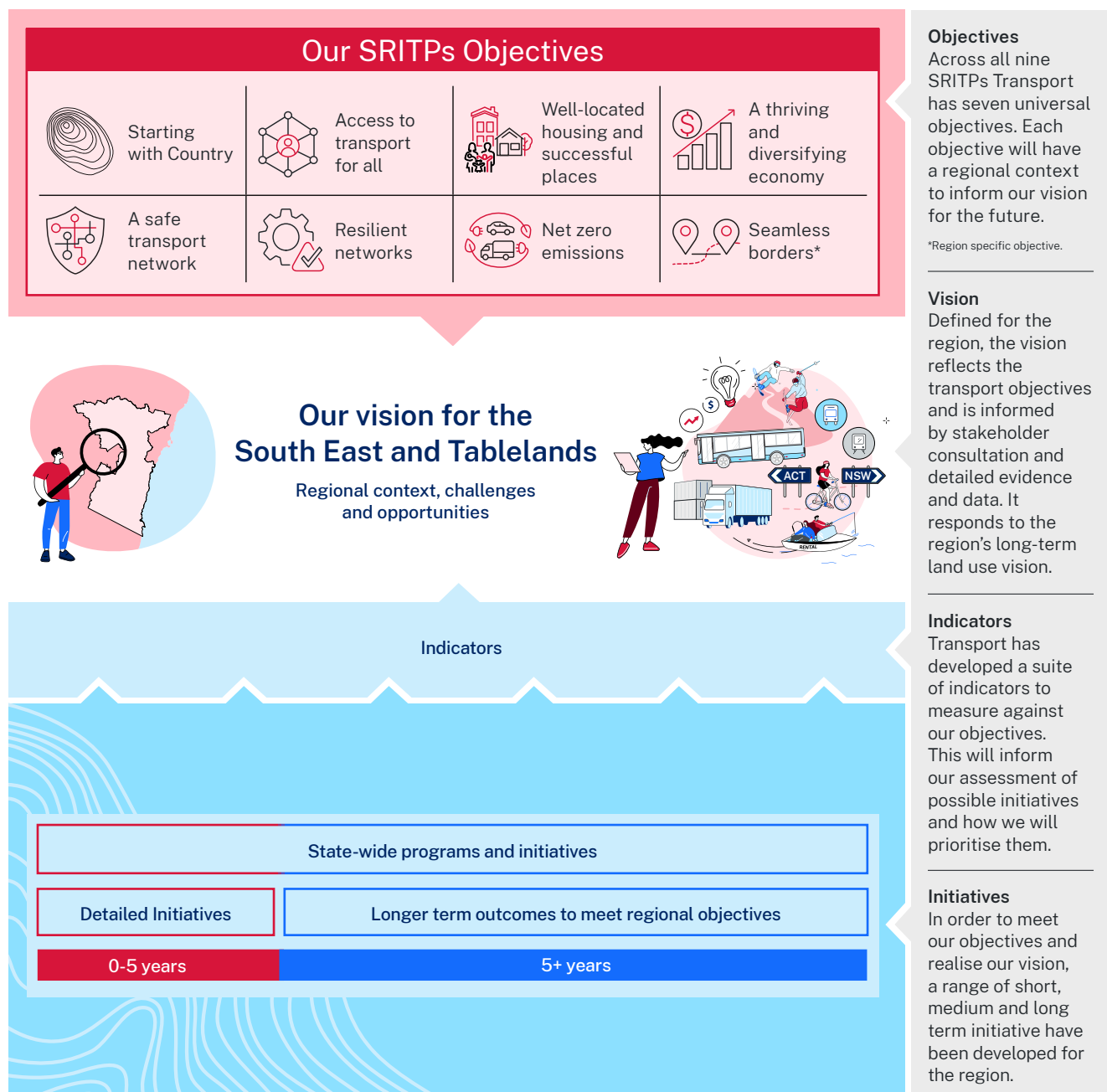


Figure 4. Objectives and outcomes approach

3.2.1 Starting with Country



All investment in the transport network, services, policy and technology take a Country-centred approach

The Transport outcomes for achieving this objective will support Aboriginal economic independence by:

- increasing opportunities for Aboriginal Community-Controlled Organisations ownership, access, management and / or use of land and waterways
- increasing the number of Aboriginal businesses on approved prequalified panels and schemes.

Transport will work to ensure that Aboriginal people are connected safely to the economy and socially, through transport solutions by:

- addressing Aboriginal road trauma incidents occurring on NSW roads and achieving safer transport outcomes for Aboriginal communities
- delivering regional Aboriginal transport data, to spotlight where Transport needs to be improved for our Aboriginal communities
- achieving greater independence and support for Aboriginal driver's licenses
- continuing to uphold long-term commitments to addressing funding inequities for roads in Aboriginal communities.

Challenges we will face to meet this outcome:

- leveraging our resources to better partner with Aboriginal communities
- effectively addressing barriers to safe transport accessibility for Aboriginal communities.

These challenges will be discussed further in [Section 5](#).

Transport will measure the success and prioritise actions for achieving these objectives using key indicators including:

- an increase in engagement with Aboriginal Community-Controlled Organisations
- an increase in Aboriginal businesses on approval prequalification panels and schemes
- an increase in Aboriginal people with driver's licences
- a reduction in Aboriginal safety incidents across all modes.

A full list of indicators is included in the [Appendix](#).



3.2.2 Access to transport for all



A transport network that provides a range of travel choices to all people living and working in, or visiting the South East and Tablelands region

Transport will work to achieve this objective by ensuring transport disadvantage is reduced across the entire South East and Tablelands region and all people can seamlessly access their regular destinations with a variety of transport choices for all trip purposes. This means:

- improved public and active transport choices to access essential services where they are currently absent for regional and rural communities including Discrete Aboriginal Communities
- improved first and last mile connectivity in local towns and centres by providing new or enhanced transport options
- improved active transport links to support car free travel within towns and strategic centres.

Challenges we will face to meet this outcome:

- enabling access to essential services
- increasing the use of sustainable transport options
- overcoming infrastructure and service limitations.

These challenges will be discussed further in [Section 5](#).

Transport will work to achieve this objective in the South East and Tablelands by improving:

- the length of separated cycleways that create a strategic connection
- the number of public transport services where there were previously none
- the frequency of public transport services to essential services
- the patronage of on-demand services
- the number of day return services.

A full list of indicators is included in the [Appendix](#).

3.2.3 A safe transport network



Reduce fatalities and serious injuries (FSI) on the transport and water network

Transport will work to achieve this objective by working towards making our transport networks safer for everyone. The outcomes for achieving this objective in the short-term include:

- consistent safety treatments are rolled out across the road network
- safer speeds are implemented across the road network including urban centres and regional roads
- customer personal safety is improved on the public transport network
- boaters are more aware of the dangers on our waterways and choose to wear life jackets more regularly.

Intermediate safety outcomes include:

- reduce fatalities on the network by 50% by 2030
- reduce serious injuries on the network by 30% by 2030.

Long-term outcomes include:

- achieving zero trauma on the road network by 2050
- achieving zero trauma on our waterways by 2056.



Two males fishing on board private boat



Challenges we will face to meet this outcome:

- protecting vulnerable road users, boaters and those that use public transport
- driver fatigue and its contribution to fatal and serious injury crashes
- speeding and its contribution to fatal and serious injury crashes.

These challenges will be discussed further in [Section 5](#).

Transport will work to achieve this objective in the South East and Tablelands by:

- reducing the number of people killed and seriously injured in crashes
- reducing the number of people killed and seriously injured in crashes involving vulnerable road users, in speed-related crashes and in run off-road crashes
- reducing the number of people killed and seriously injured on navigable waterways
- reducing public transport safety incidents and increasing the number of public transport stops or stations with lighting, wayfinding, and surveillance
- increasing the AusRAP star rating on state roads.

A full list of indicators is included in the [Appendix](#).

3.2.4 Well-located housing and successful places



Support the delivery of housing and successful places through sustainable transport options to address growth in the South East and Tablelands region

Transport will work to achieve this objective by ensuring transport infrastructure and services support the delivery of well-located housing by ensuring that:

- housing and employment lands are serviced by sustainable transport options including public transport and active transport infrastructure to reduce private vehicle dependence
- connectivity to strategic centres from smaller towns is improved.

Challenges we will face to meet this outcome:

- effectively integrating land use and transport planning to meet this growth
- delivering on multimodal outcomes in strategic centres and centres.

These challenges will be discussed further in [Section 5](#).

Transport will work to achieve this objective in the South East and Tablelands by increasing:

- the number of public transport services to housing in greenfield areas to improve access to job centres across the South East and Tablelands
- the number of residents within 400m of a bus stop or 800m of a train station across the region
- the number of people with improved walking and cycling connections to urban centres.

A full list of indicators is included in the [Appendix](#).

3.2.5 A thriving and diversifying economy



Provide an efficient transport network to support a diversifying and growing economy including tourism, agribusiness and the movement of freight

The outcomes for achieving this objective will focus on supporting the increasing and changing freight demand across the South East and Tablelands region. Key outcomes include:

- efficient transport connections to Canberra, Sydney and Melbourne will help facilitate growth in tourism and agribusiness
- high productivity vehicles will have greater access to key freight corridors across the South East and Tablelands including the Hume Highway, King Highway, Princes Highway and Burley Griffin Way
- heavy vehicle operators are satisfied with the network, and rest stops are available.

Tourism plays a crucial role in the economy of the South East and Tablelands significantly contributing to local employment and economic growth.

Transport will work to achieve this objective in the South East and Tablelands by:

- ensuring tourism businesses are aware of transport options and utilise these to promote their services for both employees and visitors
- improving access to key airports and supporting seasonal tourism, to ensure economic vitality and resilience against challenges such as climate change and evolving visitor preferences
- ensuring visitors can access gateways such as Canberra Airport, Merimbula Airport and the Port of Eden by public transport to and from the region.



Patrons visiting the general store on the Tilba Heritage Walk in Central Tilba © Destination NSW

Challenges we will face to meet this outcome:

- supporting and enabling tourism activity
- enabling economic development in existing and new industries.

These challenges will be discussed further in [Section 5](#).

Transport will work to achieve this objective in the South East and Tablelands by:

- increasing walking, cycling and public transport options to tourism destinations
- increasing the number of public transport choices available to key gateways including Canberra Airport and the Port of Eden
- increasing heavy vehicle access to the key freight corridors
- increasing capacity for key freight road and rail corridors across the South East and Tablelands region and increasing the volume of freight moved by rail
- increasing heavy vehicle rest areas to meet the requirements of the freight industry.

A full list of indicators is included in the [Appendix](#).

3.2.6 Resilient networks



Reduce the impact of transport network shocks and stresses to service interruptions and proactively plan for future impacts

Transport will work to achieve this objective in the South East and Tablelands by:

- identifying how shocks and stresses on critical areas of the network linked to natural disasters can impact journey time reliability and maintenance costs
- identifying vulnerabilities of the network, undertaking risk assessment and cost-benefit analysis to identify priorities for investment and resource allocation
- improved incident management planning and collaboration between various stakeholders such as councils, first responders and other government agencies to reduce disruption on our networks
- developing business cases focused on improved access and resilience for east-west corridor improvements such as Clyde Mountain and Brown Mountain.

Challenges we will face to meet this outcome:

- vulnerability to scheduled and unscheduled events and understanding the costs of transport network shocks and stresses, and valuing the benefits of resilient networks
- supporting access for freight movements and higher productivity vehicles
- the need for ongoing and increasing maintenance of an increasingly complex transport network.

These challenges will be discussed further in [Section 5](#).

Transport will work to achieve this objective in the South East and Tablelands by:

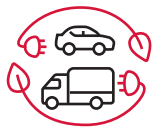
- improving network access to flood and bushfire risk areas
- reducing the number of public transport service disruptions
- increasing the real time journey information that is available and accessible.

A full list of indicators is included in the [Appendix](#).



Traveller boarding XPT train at Goulburn Station

3.2.7 Net zero emissions



Contribute to the net zero emissions 2050 target

Transport will work to achieve this objective in the South East and Tablelands by aligning with key targets including:

- 100% renewable energy for all operational electricity for the rail, light rail and metro train network by 2025
- 50% of Transport's light passenger vehicle fleet procurement transitioning to all-electric by 2026
- 100% of Transport's light passenger vehicle fleet procurement transitioning to all-electric by 2030
- 65% reduction in Transport's operational emissions by 2030 (compared to 2018-19)
- net zero in Transport's operational and fleet emissions by 2035
- fossil fuel-free Transport construction and maintenance by 2040
- net zero in Transport's annual embodied emissions by 2045
- net zero in transport sector emissions by 2050
- net negative transport sector emissions by 2060.²

Challenges we will face to meet this outcome:

- availability of resources to support the zero emission bus transition
- reducing emissions attributed to the design, construction, operation and maintenance of infrastructure
- enabling access to low emission private and freight vehicles, and supporting infrastructure
- supporting the renewable energy and energy storage transition.

These challenges will be discussed further in [Section 5](#).

Transport will work to achieve this objective in the South East and Tablelands by:

- increasing the percentage of total trips made by walking and cycling
- increasing the percentage of registered electric vehicles relative to non-electric vehicles within the region
- increasing the percentage of zero-emission buses servicing the region
- increasing the proportion of freight moved by rail.

A full list of indicators is included in the [Appendix](#).



Zero Emission Bus at Queanbeyan Public School

² NSW Government, 2023, Net Zero and Climate Change Policy



Northbound on Barton Highway, a vital connection linking the ACT to NSW

3.2.8 Seamless borders



Remove barriers to access of health, education and services across our borders

The outcomes for achieving this objective in the South East Tablelands will improve the movement of people and goods across borders through:

- improved integration of strategy, policy, infrastructure, and services between NSW and ACT, Victoria along key cross-border corridors such as the Sydney to Canberra rail corridor.

Challenges we will face to meet this outcome:

- cross border transport integration.

These challenges will be discussed further in [Section 5](#).

Transport will work to achieve this objective in the South East and Tablelands by:

- the introduction of an integrated ticketing solution across borders
- improved alignment of the public transport network across borders.

A full list of indicators is included in the [Appendix](#).

04

Understanding the
South East and
Tablelands region

4.1 People and communities of the South East and Tablelands

The South East and Tablelands region spans approximately 5.67 million hectares in south-east New South Wales. Home to 286,000 residents, the region is comprised of four distinct areas, the Capital subregion, the Southern Tablelands, the Far South Coast, and the Alpine region.³ The South East and Tablelands feature critical transport corridors connecting regional centres, agricultural hubs, and recreational destinations within and interstate. The proximity of Canberra means residents and workers have enhanced access to research and educational institutions, employment, and essential services. The region's diverse landscapes, positioned east and west of the Great Dividing Range, support a range of social and economic activities essential to the state and support connections to neighbouring Victoria and the ACT.

First Nations

The region is home to the Bidjil, Dharug, Gundungurra, Ngarigo, Ngunawal, Tharawal, Wiradjuri, and Yuin peoples who have been the traditional custodians for thousands of years. Nearly five per cent of people in the region identify as Aboriginal or Torres Strait Islander. This varies across the region from three per cent to eight per cent across the different local government areas.⁴ There are two discrete Aboriginal communities in the region, Wallaga Lake and Garlandtown. These communities have a rich cultural heritage and strong connections to the land and waterways.

Cultural diversity

The South East and Tablelands is home to people from all over the world. Nearly 13 per cent of people reported in 2021 that they were born in non-English speaking countries, with Queanbeyan-Palerang LGA recording the highest across the region.⁵ While the number of people who speak no English in the region is very low, ensuring our services and policies are legible and easy to understand is beneficial to all residents, workers and visitors.

Relationship with the Australian Capital Territory

The Australian Capital Territory (ACT) is intrinsically linked to the South East and Tablelands through transport connections, educational institutions, tertiary health services and employment. The region supports Canberra's sustainable growth by providing space for a greater diversity of housing, experiences, and opportunities beyond the city's limits. Transport takes a region-wide and cross-border approach to public transport service provision, economic investment, infrastructure delivery, and housing development to facilitate sustainable growth and optimise economic prospects on both sides of the border.

Population

South East and Tablelands is growing, with a projected population growth of 64,000 by 2041. This growth will be different across the region, with the LGAs adjacent to Canberra and Sydney, particularly Wingecarribee, Queanbeyan-Palerang, and Goulburn Mulwaree, projected to account for 75 per cent of this increase.⁶

Currently, the median age of the region is 45, with a variation between the different local government areas. Queanbeyan-Palerang is the youngest locality in the South East and Tablelands with a median age of 38, compared to Eurobodalla with a median age of 54. The median age across

Montague Island, Narooma
© Destination NSW

³ Department of Planning, Housing and Infrastructure, 2022 NSW Common Planning Assumption Projections for year ending 30 June
⁴ Australian Bureau of Statistics (August 2021), Counts of Aboriginal and Torres Strait Islander Australians – estimated resident population, [accessed 1 August 2024]
⁵ Australian Bureau of Statistics (August 2021), Cultural diversity, [accessed 1 August 2024]
⁶ Department of Planning, Housing and Infrastructure, 2022 NSW Common Planning Assumption Projections – projected population 2001-2041

the region is set to increase and by 2041 there is expected to be a 52 per cent increase in the number of people aged over 65.⁷

From a transport perspective, the variation in ageing across the region means careful planning considerations need to be made. Eurobodalla LGA is projected to have the highest proportion of older residents (aged 65 and over), highlighting the critical need for a well-planned and responsive transport system to cater to diverse community needs. In contrast, the Queanbeyan-Palerang LGA has the lowest percentage of older people (65 and over) and the highest percentage of young people (24 and under) highlighting the importance of safe access to education facilities and frequent transport links to workplaces in the ACT.

Socio advantages and disadvantages

As a region, there are areas of relative advantages and disadvantages across the different local government areas. According to the Index of Relative Socio-economic Advantage and Disadvantage (IRSAD) the localities of Queanbeyan-Palerang and the Yass Valley are the most advantaged in the region while Hilltops LGA is the most disadvantaged.

People's level of advantage can impact their ability to access the places they want and need to go. Cost of living pressures may mean people choose to travel less due to fuel and maintenance expenditures associated with private vehicles. For some people in the South East and Tablelands, public transport may be a practical alternative to private vehicles from an affordability perspective. However, for large sections of the region, whether it's personal preference or limited choices, most people travel by car. This can lead to car dependency and result in a situation where household expenditure is vulnerable to cost fluctuations associated with private vehicles. Consequently, a rise in the cost of transport might mean cutting back on other important household expenses to ensure people can still afford to access employment and essential services. By providing more public transport services and safe active transport infrastructure, the Draft Plan can help to create greater resilience for the transport network and household outgoings.

Seasonal communities

The South East and Tablelands, along with the adjoining ACT, have seasonal industries that result in people living in the region for a set period of time. This can lead to uneven transport demand for access to local services and workplaces across weeks and months. During sitting periods for the Federal Parliament in the ACT there can be a higher demand for point-to-point / taxi services. This can cause a temporary shortage in areas neighbouring Canberra in NSW. Term and semester-based tertiary institutions like universities and TAFEs can lead to higher demand for public transport services and then return to normal for large periods of the year. Places, like Batemans Bay, closely associated with the tourism industry witness more cars along their roads and more people walking on their streets during the summer resulting in localised congestion issues. Workers within the agricultural industry come from across the world, expanding small communities temporarily creating unique transport challenges and opportunities often in areas that are rural and away from the primary transport network.

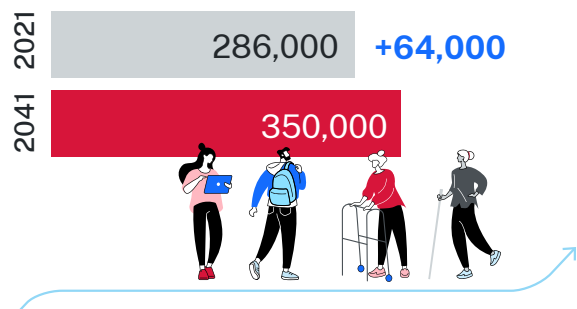
Summary

The South East and Tablelands face a range of transport challenges driven by its geographic diversity, population growth, socio-economic disparities, and seasonal fluctuations in demand. With strong connections to the ACT and an increasing population, particularly in areas like Queanbeyan-Palerang and Wingecarribee, careful transport planning is essential to support sustainable growth. Addressing the needs of an ageing population, improving access to education and employment for younger residents, and reducing car dependency through expanded public transport are key priorities. By focusing on these areas, the region can create a more resilient, accessible, and equitable transport network that supports both local communities and the broader regional economy.



Learn more on our [South East and Tablelands StoryMap](#)

22% Population increase



LGA	Projected additional residents by 2041	Growth 2021-41 %
Hilltops	600	+3%
Upper Lachlan Shire	1400	+16%
Wingecarribee	19,000	+36%
Yass Valley	3200	+19%
Goulburn-Mulwaree	8400	+26%
Queanbeyan-Palerang Regional	21,000	+33%
Eurobodalla	6200	+16%
Snowy Monaro Regional	2800	+13%
Bega Valley	1500	+4%
ACT	166,000	+37%

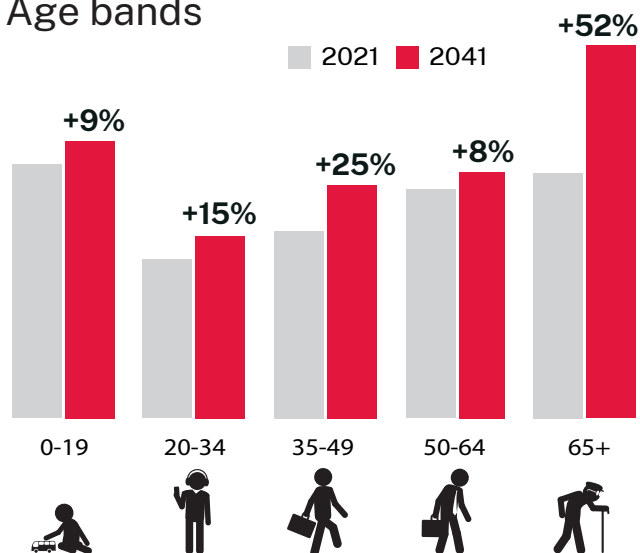
14% Employment increase



Of these new jobs, **2000** will be from information media and telecommunications, and **2000** from professional, scientific and technical services.

Figure 5. South East and Tablelands Demographics Summary

Age bands



The population aged 15-64 will increase by **25,000** people from **170,000** in 2021 to **195,000** in 2041.

Cultural Diversity 2021

People born in non-English speaking countries* **8%**

Population of new migrants arrived in Australia between 2011 and 2021 **3%**

People reporting English speaking proficiency as: Not well or not at all **1%**

Population identifying as Aboriginal and/or Torres Strait Islander **4%**

Number of discrete Aboriginal Communities **2**

*In Queanbeyan-Palerang, people born in non-English speaking countries is reported at 12.5%

Sources: TZP22 Employment Projections dataset, TZP22 Population, Housing and Dwelling dataset, 2021 Census Data to 'ABS 2021 Census (General Community Profile)', ACT Government Population Projections 2022-2060, NSW CPA Population and Dwelling Projections and NSW Planning and Environment.

4.2 Places, services, and employment

The land use vision defined by the Draft DPHI Regional Plan for 2041 emphasises the importance of strategic centres like Queanbeyan, Goulburn, Bega and Batemans Bay, which serve as vital hubs for economic activity and connectivity. Addressing the evolving transport requirements of these centres and surrounding towns is crucial for the region's development and will help us meet the land use vision.

4.2.1 Topography and the environment

The South East and Tablelands encompass a diverse range of topographies. The region includes rolling hills, rugged mountain ranges, and coastal landscapes. There are significant ecosystems across the South East and Tablelands such as grasslands, temperate forests, and coastal rainforests. Approximately three million hectares within the region are classified as high environmental lands and the road network, such as Kings Highway, Snowy Mountains Highway and Nerriga Road, often cross environmentally sensitive and constrained lands.⁸

The region's diverse climate has significant implications for transport and infrastructure in the South East and Tablelands.

The extreme temperature variations, from the hot summers in Upper Lachlan to the cold winters in Snowy Monaro, place stress on roads, rail, and public transport systems, requiring durable materials and regular maintenance to handle both heat and cold-induced wear. Additionally, in alpine areas like Snowy Monaro, winter conditions such as snow and ice increase the need for cold-resilient transport options and road safety measures.



After the 2019-2020 Bushfire, King's Highway Batemans Bay NSW Australia © Bushlander/Shutterstock.com

Future climate projections, including more frequent and intense heatwaves, will further impact transport networks. Heat can cause infrastructure damage, such as road cracking and rail movement, while changes in precipitation patterns, including potential flooding, may disrupt road and rail connections. These climatic challenges necessitate adaptive transport strategies, such as climate-resilient infrastructure and better disaster preparedness, to ensure reliable connectivity for residents, workers and visitors throughout the region.

The impacts of the 2019/20 fires are still being felt across South East and Tablelands, with areas like Batemans Bay, Moruya, Cobargo, and Braidwood still rebuilding and restoring their communities. Floods have caused extensive damage to infrastructure and homes most notably in 2021 affecting the LGAs of Bega Valley, Eurobodalla, Wingecarribee, Upper Lachlan, and Goulburn Mulwaree.



Figure 6. Geographical context of South East and Tablelands

4.2.2 Land use, services and employment

Essential health and education services

The region is home to key public hospital health hubs, smaller health services, and community hospitals. Bega - South East Regional Hospital and Goulburn Base Hospital offer the highest order of public health services in the South East and Tablelands. The region's proximity to Canberra, Sydney, and Wollongong also means these cities and their respective hospitals play an important part in the healthcare provision of people in the region. In addition to the hospitals, smaller healthcare facilities are situated in Batemans Bay, Queanbeyan, Moruya, Young, Bowral and Cooma. Once completed the Eurobodalla Regional Hospital will provide a modern and purpose-built facility that is designed to cater for expected growth in demand.

By providing reliable transport services and ensuring our roads withstand shocks and stresses Transport can ensure equitable access to healthcare across the South East and Tablelands. As the number of people over the age of 65 increases in the region, the demand for medical services will likely increase. Consequently, investment in an accessible and resilient transport network will help improve health outcomes in the South East and Tablelands by creating better access to health professionals, and ensuring the road network does not create additional challenges for essential workers and those in need of assistance during times of medical emergencies.

In addition to the provision of primary and high schools, the South East and Tablelands region is home to several university campuses and TAFE facilities. Situated across the region, each education facility offers a range of diverse and distinct courses. The region's proximity to Sydney, Canberra and Wollongong also means many students travel inter-regionally and interstate to access education. Coaches and trains help to provide some long-distance access but for most students, the private vehicle is the principal travel mode. Though public transport will always struggle to compete with private

vehicles on aspects of convenience. Transport can, in collaboration with other state and private education partners, seek to provide better public transport access through more tailored services and better alignment of bus and train timetables with popular teaching hours.

Innovation and job precincts

Collaboration with government agencies is vital to align strategic land use with transport planning, particularly for new housing, essential workers, and the energy sector. Growth will be supported by significant regional projects such as:

- South Jerrabomberra Regional Job Precinct, including up to 4000 jobs across 950 hectares in industries such as advanced manufacturing, defence, aerospace, cyber security, and light industrial⁹
- Southern Highlands Innovation Park, including up to 1050 hectares in industries such as heavy manufacturing, food manufacturing, equine, electric vehicles, research and supporting services.¹⁰ Jindabyne Catalyst Precinct in Snowy Mountains Special Activation Precinct, including 760 hectares in industries such as tourism and service industries with 90,000sqm of additional commercial floorspace, 1100 additional tourism accommodation rooms, 120 residential dwellings, and 100 seasonal worker dwellings.¹¹

Agriculture and forestry

The South East and Tablelands region is known for substantially contributing to the agricultural output of NSW. Varying from place to place, the Hilltops LGA is renowned for its cherry production, the Snowy Monaro LGA is notable for its potato farming and Bega Valley for dairy and cheese. The region also has extensive forested lands that provide essential materials for construction, paper production, and other industries. Despite the extensive damage linked to fires in 2019/20 the industry moves large quantities of raw goods on regional and state roads as well the private forestry road network within the South East and Tablelands and beyond to nearby ports.

⁹ NSW Government, South Jerrabomberra Regional Jobs Precinct Draft Master Plan, September 2023

¹⁰ NSW Government, Southern highlands Innovation Park, Wingecarribee Shire Council, Southern Highlands Innovation Park Draft Master Plan, May 2024

¹¹ NSW Government, Jindabyne Catalyst Precinct, Snowy Mountains Special Activation Precinct | NSW Government

Construction materials

Several quarries within the region play a crucial role in local economies of Wingecarribee, Goulburn Mulwaree and Snowy Monaro LGAs. These include Boral's Peppertree Quarry in the Southern Highlands, and the Holcim Quarry in Cooma. These quarries support construction and infrastructure projects and rely on the local, regional, and state road network to provide essential materials for the homes being built across the region.

Renewable energy

The South East and Tablelands is home to various energy projects such as Snowy Hydro and privately owned wind farms in Yass and Goulburn. The construction, ongoing operation, and future replacement of infrastructure for these projects and other smaller-scale energy projects will need to utilise the transport network through the region.

Tourism

The South East and Tablelands, along with the adjoining ACT, is a key destination for tourists who come to visit and participate in an array of events like the Goulburn Lilac City Festival or the farmer's markets across the Southern Highlands. The region is home to year-round destinations such as Kosciuszko National Park, the Merimbula Mountain Bike Track, and the Wombeyan Caves. This array of tourism opportunities within the South East and Tablelands supports the regional economy and provides employment opportunities for communities.

The region also has strong seasonal fluctuations in visitor numbers depending on the different parts of region. Batemans Bay with pristine beaches and water activities on the South Coast is highly popular during the summer while during the winter large numbers of visitors spend time at the Snowy Mountains snow resorts such as Perisher and Thredbo. During seasonal peak periods, these destinations experience increased traffic impacts on the local and regional networks. In the summer, connections to towns across the escapement and along the Princes Highway corridor between Eurobodalla and the Bega Valley have increased traffic movement and localised traffic congestion in the towns. During the winter season, the Monaro Highway and Kosciusko Road have similar traffic congestion issues.

Summary

The interaction between transport and land use has helped to shape the Draft Plan and its corresponding draft initiatives. Land use patterns directly impact travel demand, mobility patterns, and the efficiency of the region's transport networks. By undertaking a more integrated approach, the Draft Plan can help to overcome disadvantages and drive socio-economic outcomes.

Collaboration is key to ensuring strategic alignment between the transport network and land use development.

Transport will continue to engage with all stakeholders to optimise existing services or provide new links to ensure people and businesses can reach the places they need to access. The better understanding there is of land use and its future development, the better the transport network can be designed to respond to its needs.

Special considerations are also required for the development that occurs across borders in the ACT. The close relationship between the communities of the South East and Tablelands and Canberra means a new housing or business development in the ACT may have a large impact on the transport network in NSW. As a result, a holistic approach to transport place and network planning is considered in the Draft Plan to ensure the wider impacts of land use implications are reflected in the draft initiatives.

4.3 How people travel

The transport network of the South East and Tablelands is large and complex. Its distinct subregions, the distribution of its communities and the density of its towns all shape how people use the transport network and what services are currently provided.

Eight out of 10 trips are less than 20 kilometres and 50 per cent of these trips are less than five kilometres.¹²

This travel behaviour underlines the need for an integrated transport system that supports walking, cycling, public transport and driving for daily access to education, health, work, and local shops.



Sculpture Walk, Batemans Bay © Destination NSW

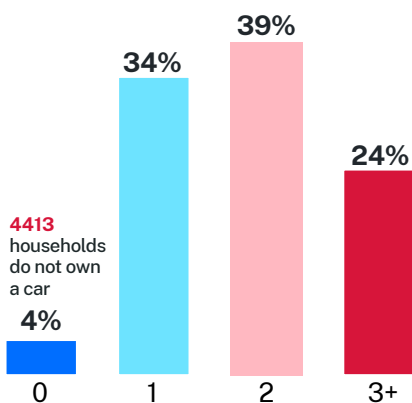
A breakdown of the key transport insights in the region follows below:

- Active and public transport opportunities are not fully developed within centres, like Batemans Bay and Jindabyne, limiting connectivity and access to key destinations.
- Community transport and On Demand services offer essential travel for individuals in less populated areas, although these are limited.
- The Southern Highlands and Main South Rail lines have both freight and public transport functions providing connectivity within and outside the South East and Tablelands. This region includes lines managed by the Australian Rail Track Corporation (ARTC) and UGL Regional Linx (UGLRL).
- The region is served by Canberra Airport and regional airports, supporting air travel and freight services. Maritime transport is supported through the Port of Eden which is an important gateway for tourism, aquaculture and freight.
- Freight movements within the South East and Tablelands region are transported along key links, including the Hume Highway, Federal Highway, Kings Highway and Barton Highway, as well as the Sydney to Melbourne rail line.



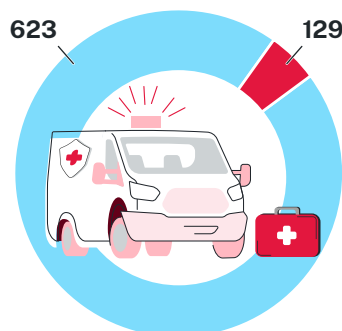
Movements

Registered motor vehicles per private occupied dwelling 2021

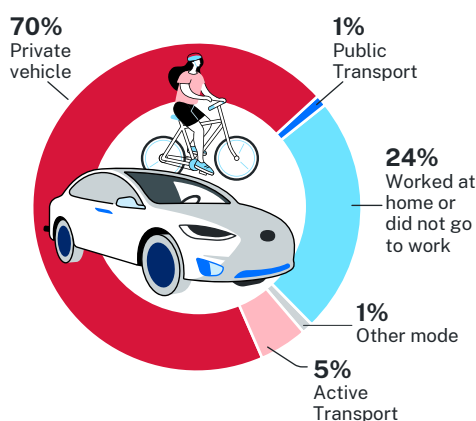


Fatal Crashes and Serious Injury Crashes (FSI)

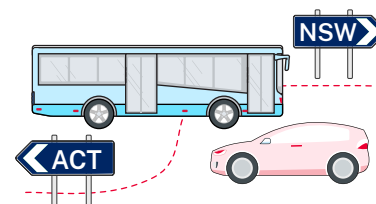
■ Fatal crashes
■ Serious Injury Crashes



Journey to work 2021

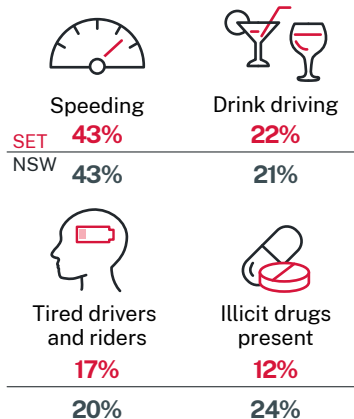


Cross border trips 2023

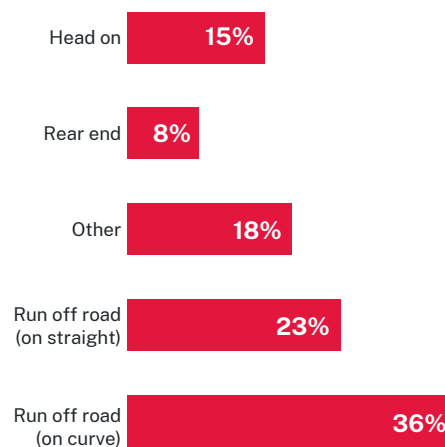


In 2023, **over 50% of trips** leaving the South East and Tablelands were to the ACT, **over 80% of trips** leaving the ACT were to the South East and Tablelands.

Behavioural factors involved in fatal crashes 2018-2022

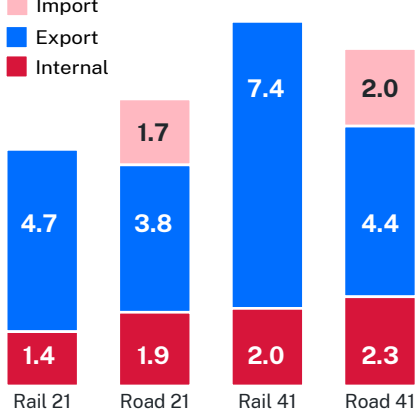


FSI Crash types 2018-22

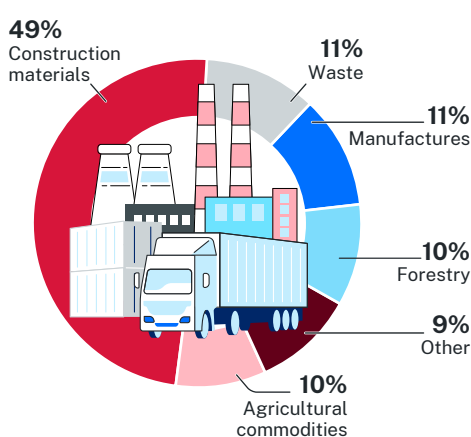


Freight forecast 2021-2041 (Megatons)

■ Import
■ Export
■ Internal



Commodities breakdown 2021



Regional Assets



Sources: ABS 2021 Census (General Community Profile), 2023 DSpark Data, NSW Freight Forecasts, Centre for Road Safety, and TfNSW Classified Roads Network; Coordinate System: GDA 1994 NSW Lambert

Figure 7. South East and Tablelands region transport summary



Aerial view of Goulburn bypass interchange

4.3.1 Road network

Many state and regional roads traverse this region, connecting to other parts of the state and interstate. They play a critical role in supporting the movement of private vehicles, public transport and freight. The region depends heavily on the function of the road network for daily travel, accessing essential services and connectivity between towns.

The north-south state road connections of the Princes Highway and Hume Highway carry a significant proportion of traffic across the South East and Tablelands region. The Hume Highway (National Route 31) links Sydney and Melbourne, passing near Goulburn, Yass, and Canberra. It is a dual carriageway for its entire length, bypassing all towns and is of freeway standard in some parts.

The east-west connections of the Kings Highway and Snowy Mountains Highway traverse the Great Dividing Range, connecting the inland areas to the coast. The region also includes key links to other inland regions, such as the Riverina Murray via Burley Griffin Way and the Central West and Orana via Lachlan Valley Way. The road network provides key connectivity with the ACT via important links like the Federal Highway, a dual carriageway that runs the whole route to Canberra.

These roads need continuous and active management to ensure they perform to a level of service suitable to residents, workers, and visitors in NSW, ACT and Victoria. As a result, Transport and respective transport agencies in border states continually collaborate on regional transport solutions to deliver the best transport outcomes for cross-border communities.

Private vehicle ownership

Car ownership in the South East and Tablelands is high with most households having at least one motor vehicle registered to a private dwelling. Around four per cent of households have no registered motor vehicles with small variations across the region. In a region where coverage and frequency of public transport is relatively low this can create transport access disadvantages. While investment in non-car transport options has been and continues to be made by Transport, car dependency remains high in the region. Though creating more transport mode choices for people is important, so is ensuring the road network is and remains safe and accessible to the communities of the region.



KEY

- | | | | |
|---------------------|-----------------------|-------------------|-----------------|
| Metropolitan centre | International airport | Regional boundary | State roads |
| Strategic centre | Regional airport | State boundary | Regional roads* |
| Centre | Strategic cluster | Railway line | |
| Port | | | |
- * Roads outside NSW are not classified and are for visual context only.

Figure 8. State and regional road network

4.3.2 Public transport

The South East and Tablelands region offers a variety of public transport options, including buses, On Demand services, coaches, community transport, and trains. Public transport connects villages, towns and strategic centres cities within the South East and Tablelands as well as to destinations located inter-regional like Canberra and Sydney.

The Southern Highlands and Main South Rail lines facilitate both freight and passenger services, linking towns within the region and extending to Sydney, Melbourne, and Canberra. Key stations include Moss Vale, Goulburn, and Yass Junction, with many serving as interchanges for local services.

The coach network, operated by both public and private operators, provides long-distance transport and interstate connectivity. The public operator runs 24 services across 35 stops in NSW and eight in the ACT. Private operators offer long-distance transport along the South Coast and provide the only direct route between Wollongong, the South East and Tablelands and the ACT. V/Line services ensure interstate connectivity between Melbourne and Narooma.

Bus services operate in and around several cities and towns. Full-time services are provided in Queanbeyan, including to destinations in the ACT (Canberra). Town and/or local regional services are also provided in Batemans Bay, Narooma, Bega, Merimbula-Pambula, Eden, Cooma and Goulburn.

Few of these networks operate beyond a handful of daily trips, few have Saturday services and none have evening or Sunday services.

Community transport services are provided in all LGAs in the region. The level of service varies from centre to centre, with some LGAs having service provided to all parts of the LGA and others focused on the main centres. Community transport for 'isolated communities' such as for eligible people between Young and Bega, and out-of-region connections such as Canberra and Wagga Wagga, are limited and highlight the need for consistent and reliable transport options for less populated areas.

Public transport services that link centres with their immediate surrounds operate in several areas across the South East and Tablelands region, including Queanbeyan, Nowra, Bay and Basin, Milton-Ulladulla, Batemans Bay, Narooma, Bega, Merimbula-Pambula, Eden, Cooma, and Goulburn.

On Demand bus services can help to bridge the gaps in customers' journeys, such as connecting customers from their homes to the timetabled public transport network or connecting customers at a time of day or week when other services are not operating. These On Demand services exist in Bega, Merimbula-Pambula, Eden (operated by Sapphire Coast Buslines) and between South Coast and Canberra.



NSW TrainLink coach driver checking passenger e-tickets at Goulburn Station

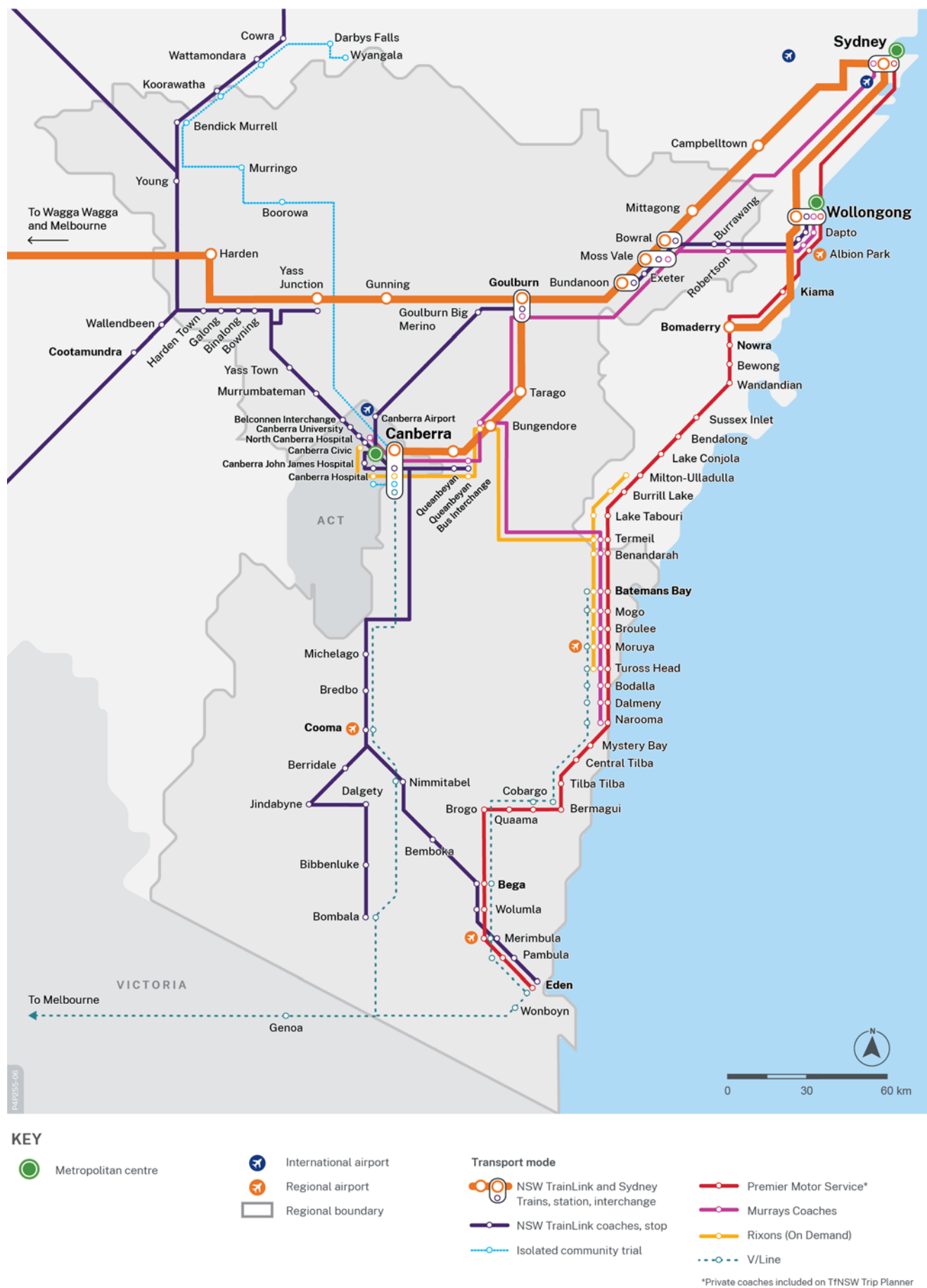


Figure 9. Long distance transport network

4.3.3 Active transport

The South East and Tablelands like many other areas of regional NSW have started to invest increasingly in walking and cycling networks. These networks are intended to create safe and connected routes for people to access places like schools, parks, and businesses. Places like Queanbeyan have undertaken efforts to improve cycling paths and pedestrian access, yet the extent and quality of infrastructure vary significantly across the region.

Walking infrastructure in the South East and Tablelands includes footpaths, shared pathways, and pedestrian crossings. In many of the centres, these pathways are situated mostly around the main high street and central area to support pedestrian movements and enhance accessibility to key services. However, in the rural and suburban areas, infrastructure provision is less consistent. The uneven distribution of walking paths often makes it challenging for people to navigate safely from their homes to desired locations, limiting their access to schools, workplaces, community services, and public transport.



The Diggings, Kosciuszko National Park © Destination NSW

The cycling infrastructure in the South East and Tablelands is gradually developing, with local councils investing in bike lanes, shared paths, and designated cycling routes.

However, cycling networks can often be fragmented and people who cycle often face ‘missing links’ on their journeys. Currently, the mode share for cycling in the South East and Tablelands remains low, with most journeys taken by car. Cycling is more popular for recreational purposes rather than as a primary mode of commuting. The region’s car-centric design, combined with an uneven distribution of active transport infrastructure, continues to make walking and cycling less viable for many residents.

Showcasing Queanbeyan as an example, Figure 10 shows the existing and future bicycle and pedestrian facilities in the strategic centre. There is a general lack of walking and cycling connectivity between the different regions within Queanbeyan, particularly to and from the CBD. Around five per cent of workers in Queanbeyan walk or cycle to work (both modes combined).¹³ The increasing popularity of e-mobility devices is removing a barrier to active transport for many people and with this, participation is expected within the strategic centre.

¹³ Australian Bureau of Statistics (August 2021), Journey to Work, [accessed 1 August 2024]

Opportunities exist for mode shifts towards shorter journeys under two kilometres or outdoor recreation activities. Reallocating road space to walking and cycling on main streets, and high pedestrian activity areas enhances liveability and safety and should follow the principles of

Transport's Road User Space Allocation Policy. Transport collaborates with local governments to develop active transport networks and considers using scenic public lands, such as disused rail lines to create Rail Trails, as safer alternatives when supported by viable business models.

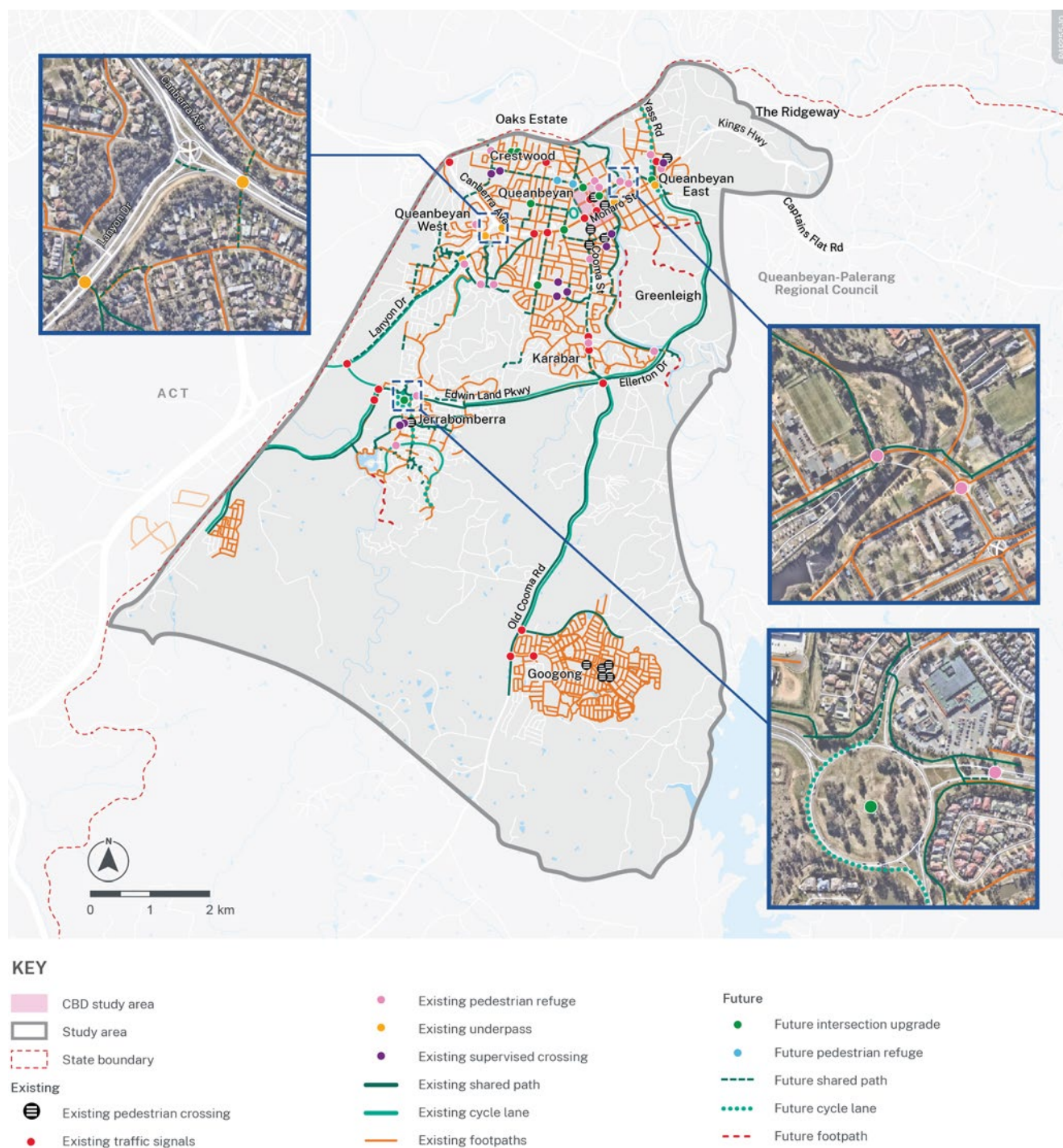


Figure 10. Queanbeyan bicycle and pedestrian facilities map

4.3.4 Airports

The South East and Tablelands region is currently serviced by one international airport, Canberra Airport, and other regional airports such as Merimbula, Moruya and Cooma. These smaller regional airports service community and freight users, with a small number of services from the South East and Tablelands region to major cities such as Sydney, Newcastle and Melbourne. Western Sydney Airport will soon be in operation and will provide an international connectivity particular to those people located to the northern part of the region.

4.3.5 Maritime

The southernmost deep-water harbour in NSW, the Port of Eden serves the South Coast’s fishing, forestry, and tourism industries. Home to one of NSW’s largest fishing fleets, Eden is also becoming a tourism gateway as a regular port of call for recreational vessels and cruise ships. Each year, around 100 commercial vessels visit Eden’s privately owned woodchip terminal, the multi-user Royal Australian Navy Wharf and Port Authority’s Eden Cruise Wharf.¹⁴

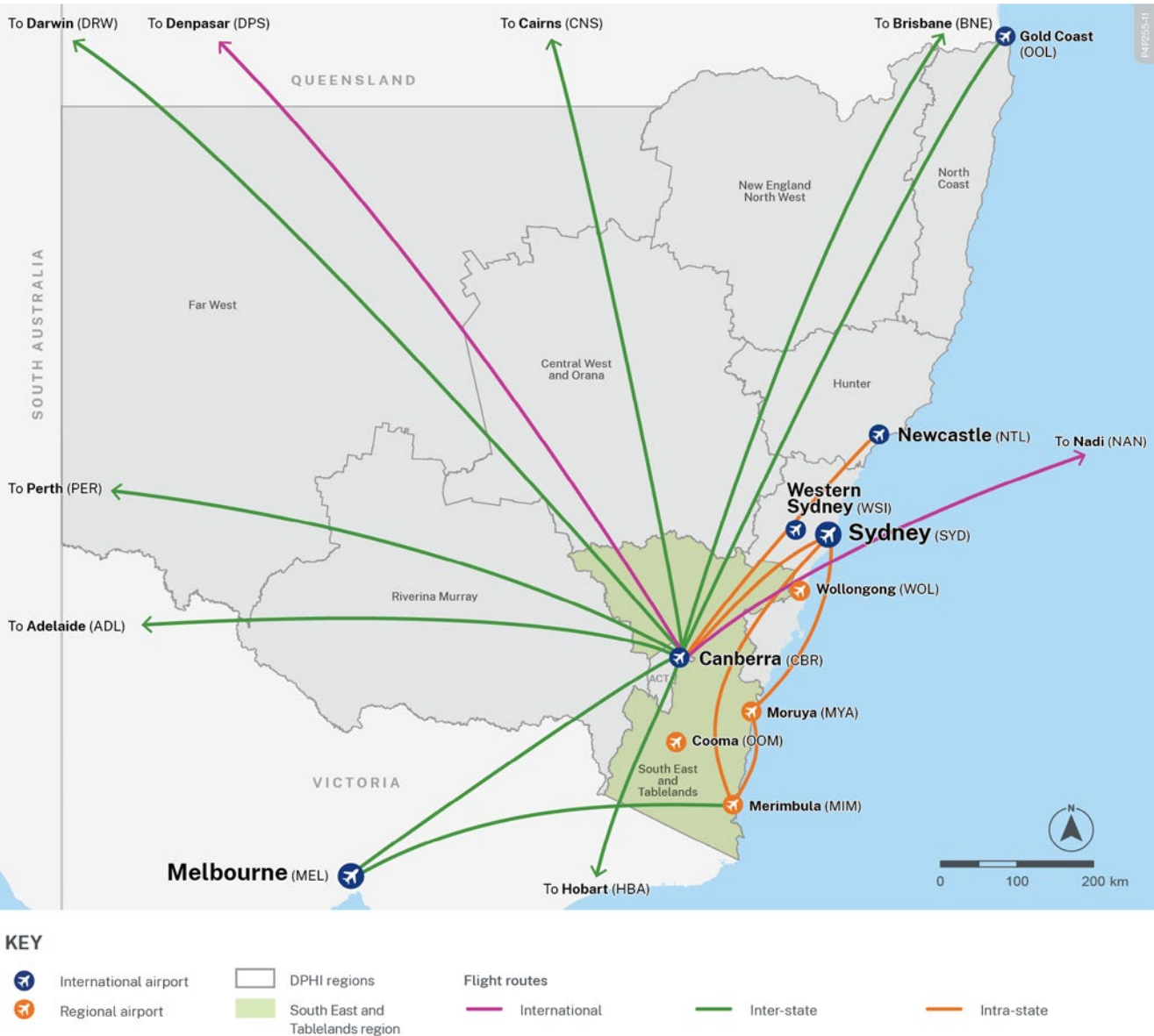


Figure 11. Current and future airports within the South East and Tablelands Region and the key connecting airports

14 Port Authority of NSW, Annual Report 2022-23, pp. 10



Aerial panorama of the Port of Eden © Greg Brave/Shutterstock.com



4.3.6 Freight

In addition to the Port of Eden, the region is near freight gateways such as Canberra Airport, Port Kembla and the new Western Sydney International Airport. The region has access to north-south transport corridors for road freight including the Hume Highway and the Princes Highway connecting Melbourne, Sydney, and Canberra.

The region is heavily dependent on its existing road network for freight, however, restrictions on Higher Productivity Vehicles (HPV) limit east-west connections to only 19-metre and 23-metre B-double vehicles.

First-and-last-mile access for freight is vital to support the economy within the South East and Tablelands region, especially as e-commerce growth in regional areas outpaces metropolitan growth.¹⁵ Network access and servicing constraints are often barriers to freight productivity.

The Main Southern Railway Line provides freight and passenger links from Sydney through the region's strategic centres clusters such as the Southern Highlands cluster, Goulburn, and Yass and onto Albury. Currently, there are two privately operated intermodal terminals (IMT) in the South East and Tablelands, one at Goulburn Rail Hub and another at the Crisps Creek Intermodal in Tarago.

¹⁵ Australia Post, Australia Post: 2022 Inside Australian Online Shopping – eCommerce Industry Report



KEY

- | | | | |
|-----------------------|-------------------|---|---|
| Metropolitan centre | Regional boundary | Freight network (operational) | National road network |
| Strategic centre | State boundary | Inland Rail – future new and upgraded track | Strategic Intermodal terminal – regional NSW only |
| Centre | Strategic cluster | Inland Rail – existing track | |
| International airport | State roads | | |
| Regional airport | Regional roads | | |
| Port | | | |

Interventions are shown indicatively and may not be to scale.

Figure 12. Freight access

Summary

As the population and economy grow in parts of the South East and Tablelands the demands on the transport network will intensify. Existing transport patterns show a strong dependency on private vehicles as the principal transport choice for nearly all trip distances. The geography and land uses of the South East and Tablelands mean road-based transport is likely to remain the primary way for people and goods to move. As a result, ensuring the region's strategic road transport links can support multiple outcomes is important. Whether that's supporting buses and coaches, enabling higher productivity vehicles, or unlocking an area to facilitate greater numbers of visitors.

Nevertheless, road investment must not come at the expense of better community outcomes and Transport will work with other government agencies to mitigate impacts such as noise and air quality, where key routes run through town centres, such as in Young and Goulburn.

A combination of its economic strength and land-use constraints will mean the ACT will continue to have a large impact on the South East and Tablelands transport networks. By improving and optimising public transport services we can help to increase the number of people choosing to travel by bus and train across borders in the future.

Enhancing the region's strategic centres, towns, and villages with upgrades to the existing transport network can encourage walking and cycling. These improved connections will boost accessibility between homes, workplaces, educational institutions, parks, shops, and other essential services, making travel more convenient and sustainable.



Learn more on our [South East and Tablelands StoryMap](#)



Freight truck on wet road

4.4 Current, planned and committed projects

The NSW and Australian Governments have committed funding for a range of transport infrastructure and service improvements across the South East and Tablelands to maintain safe and efficient travel options and to service the growing population of the area. Some key projects recently completed or under construction include:

- Moss Vale Station and Stabling Yard upgrade, expected to be completed by late 2025
- Lachlan Valley Way and Burley Griffin Way safety upgrades
- Marulan pavement rehabilitation for \$35 million
- Wallaga Lake Bridge maintenance
- Barton Highway improvements.

Since mid-2019, the South East and Tablelands had some of the highest number of declared natural disaster events in NSW.

Some key natural disaster recovery projects on the state road network are in planning or under construction at:

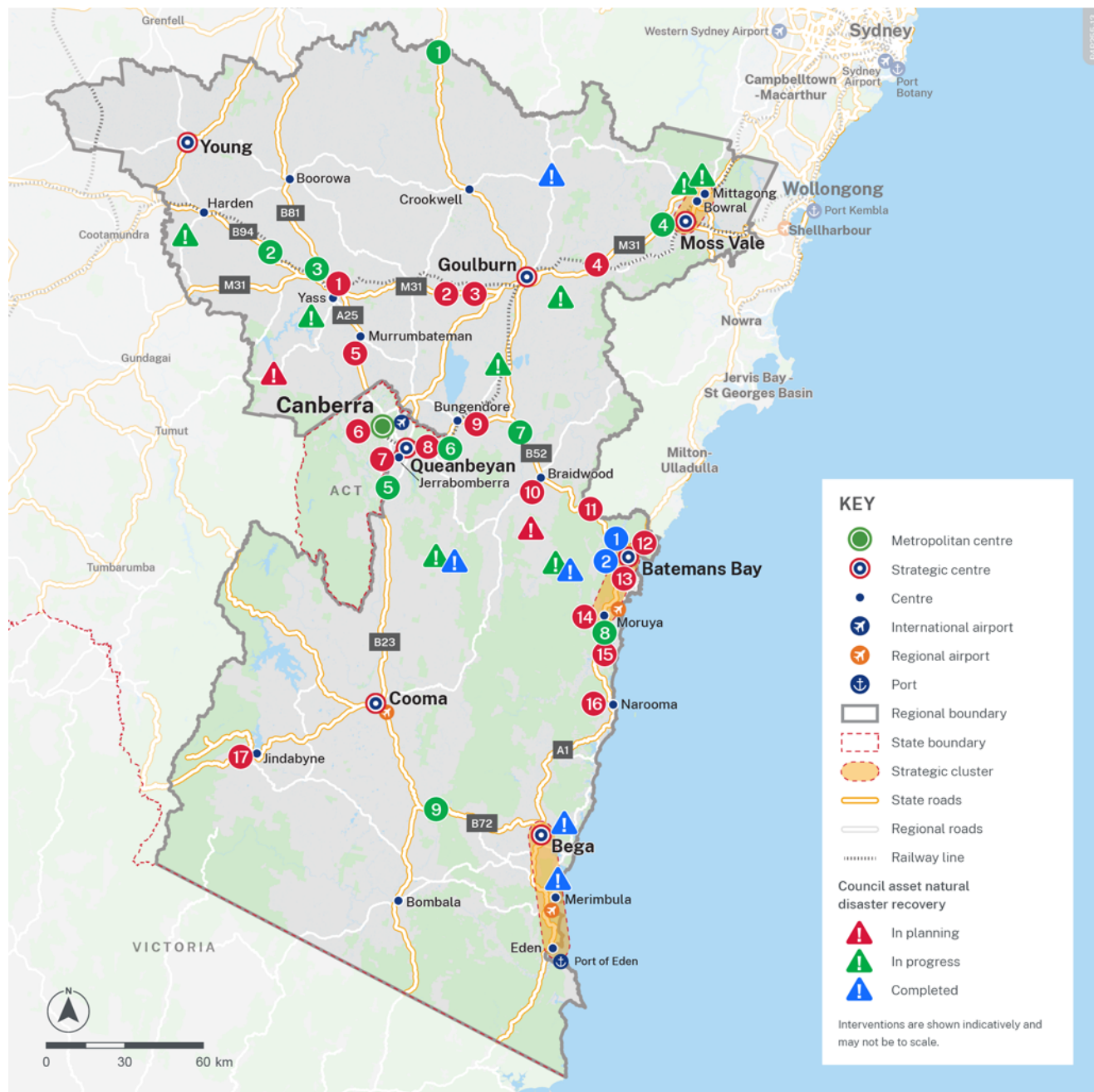
- Hume Highway
- Brown Mountain
- Abercrombie Road.

All councils within the South East and Tablelands region were impacted by natural disasters. Various examples of projects are outlined in the map on page 55.

Transport is developing a range of projects to address identified problems on the network and to support government priorities including increasing housing supply and diversifying the economy. Projects in key areas such as Braidwood, Bungendore, Moss Vale, Murrumbateman, Narooma and Queanbeyan are progressing with community consultation planned or underway to keep people informed and to help refine solutions to better serve the community.



New Nelligen Bridge before opening to traffic



Transport projects

In planning

- 1 Yass Junction station upgrade
- 2 Hume Highway Corridor Strategic Assessment
- 3 Hume Highway Natural Disaster Repairs
- 4 Marulan Pavement Rehabilitation Project
- 5 Barton Highway Improvement Strategy
- 6 Canberra Station Upgrade
- 7 South Jerrabomberra Regional Jobs Precinct
- 8 Bungendore Road, Yass Road, Ellerton Drive Intersection Upgrade
- 9 Bungendore Transport Initiatives
- 10 Braidwood Transport Initiatives

- 11 Kings Highway and Clyde Mountain
- 12 Princes Highway - Burrill Lake to Batemans Bay targeted safety treatment
- 13 Greater Batemans Bay Structure Plan
- 14 Moruya bypass investigations
- 15 Hector McWilliam Drive and Princes Highway Intersection
- 16 Narooma Bridge and Transport Improvements
- 17 Snowy Mountains Special Activation Precinct

In progress

- 1 Abercrombie Road Natural Disaster Repairs

- 2 Burley Griffin Way Safety Upgrades
- 3 Lachlan Valley Way Safety Upgrades
- 4 Moss Vale transport improvements and station upgrade
- 5 Monaro Highway Upgrade Program
- 6 Queanbeyan transport improvements and station upgrade
- 7 Kings Highway Upgrade Program
- 8 Eurobodalla Regional Hospital Development
- 9 Brown Mountain Natural Disaster Repairs

Completed

- 1 Nelligen Bridge Replacement
- 2 South Batemans Bay Link Road project

Figure 13. Current and planned projects

05

The transport
opportunity
and challenge



There are ongoing challenges associated with changing freight demand, access to transport choices, safety, cross-border transport movements and geography and topography. The transport sector is also moving towards net zero emissions, which requires planning for infrastructure improvements, policy interventions and behavioural change.

The following transport opportunities and challenges for South East and Tablelands were identified through engagement across the region and data and analysis to validate the priorities for action and delivering change. This change will be achieved through an action plan of draft initiatives identified for the short term, medium term and outcomes for the longer term.

NSW TrainLink staff assisting passenger in the First Class train car of NSW TrainLink XPT train, 2024

5.1 Starting with Country

All investment in the transport network, services, policy, and technology take a Country-centred design approach.

What we heard

- The concept of Country contains complex ideas, and its significance must be carefully considered during the planning process, and draft initiatives need to align with Closing the Gap goals.
- There is a greater need to partner with First Nations organisations and businesses to support self-determination of economic, social, and cultural outcomes for local communities.
- Grant processes can be a challenge that impacts the ability of Aboriginal Community-Controlled Organisations to uptake grants, recruit, train and retain staff to deliver projects.

5.1.1 Delivering transport solutions that respect and incorporate Aboriginal community needs

Coordinated engagement and partnership with Aboriginal stakeholders is key to understanding how Transport can support outcomes for Aboriginal peoples. By listening to Aboriginal communities within the South East and Tablelands region Transport can continuously improve how grants, programs and partnerships are managed and developed.

Aboriginal Cultural Land Management leverages the strengths and resources of Aboriginal communities to deliver a shared outcome such as mitigating future impacts of bushfires on the state road network. Outcomes can also be social, cultural, and economic. It also provides opportunities to embrace non-traditional types of community development, where kinship systems and indigenous cultural norms can impact the way people live and work.

Opportunities

Engagement opportunities should involve the whole of the community, recognising the complexities about who can speak for Country. Engaging with grant recipients after completion, improving grant relevancy and evaluating the impact of existing grants on social, economic, and cultural outcomes are all measures that Transport could take to improve our engagement with Aboriginal communities.

The short-term nature of funding and overwhelming administrative and reporting requirements of some grant programs are some of the challenges that impact the ability for Aboriginal Community-Controlled Organisations to uptake grants, recruit, train and retain staff to deliver projects. Leveraging the strengths and listening to Aboriginal communities within the South East and Tablelands region is important to continuously improve how grants, programs and partnerships are managed.

Additionally, supporting a strength-based approach and identifying fee-for-service opportunities, such as supporting greater application of Aboriginal land management practices around assets and infrastructure is important. This needs to be done by collaborating with other State agencies to cohesively address local needs and can help realise economic, health, social, and cultural opportunities that suit the specific requirements of Aboriginal communities in the region.



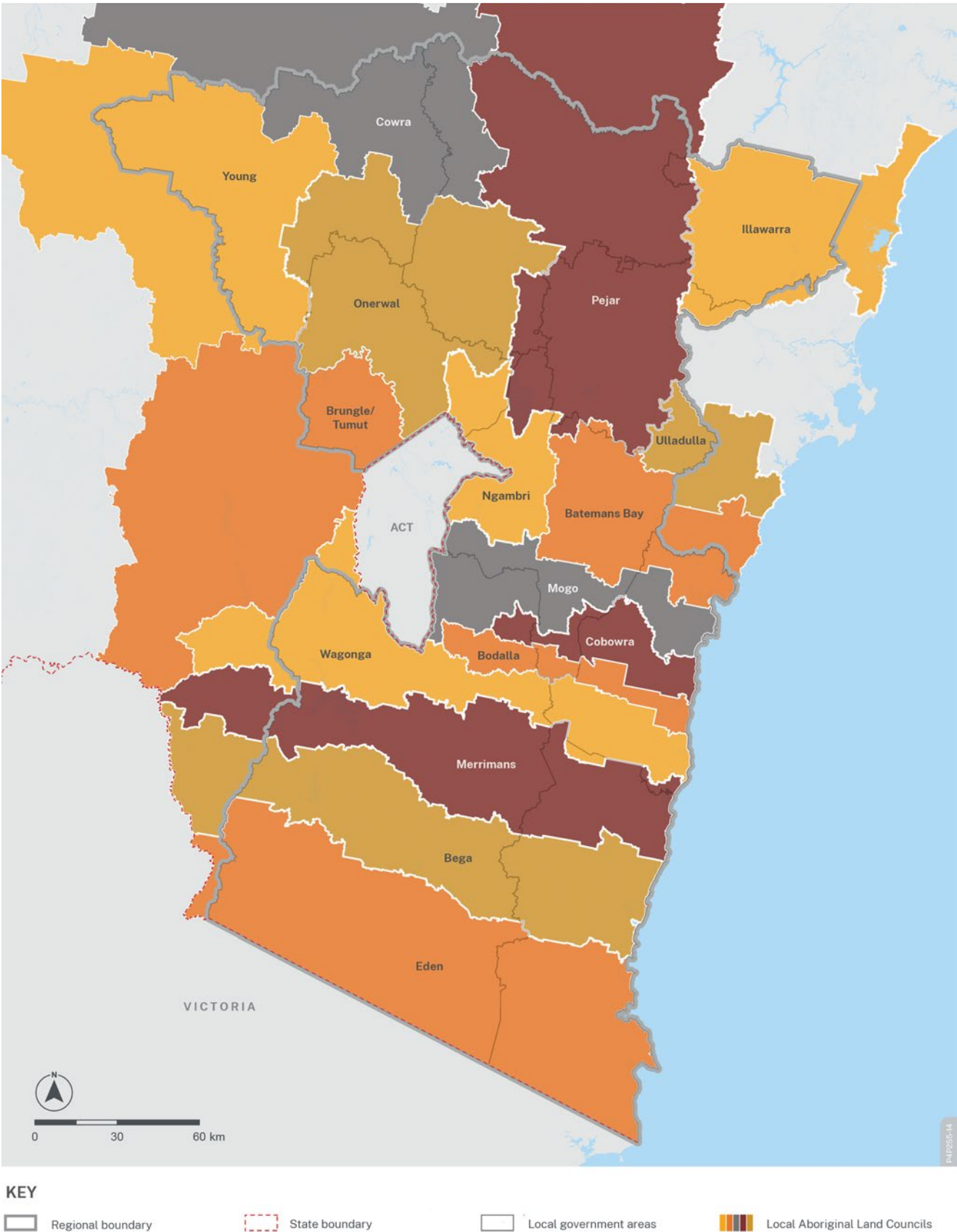


Figure 14. Map of Local Aboriginal Lands Councils in South East and Tablelands Region

5.1.2 Removing transport barriers for Aboriginal peoples and communities

Addressing barriers to enable safe transport access and connectivity for all Aboriginal peoples and communities across the region includes not only access to drivers' licenses but also ensuring drivers are well-prepared to navigate the diverse and challenging conditions found in this region. With varied landscapes including the Great Dividing Range, a challenging road geometry in some areas, the region experiences a variety of conditions such as snow, ice, storms and torrential rain. Ensuring drivers are equipped with the necessary skills and experience to handle these conditions is crucial for their safety on the network. Overcoming these challenges is essential for improving access to social, economic, and cultural outcomes. While obtaining a license is the first critical step, ongoing support to the beneficiary of various transport programs is necessary to ensure drivers can effectively utilise their new skills in local conditions.

The region is also home to two Discrete Aboriginal Communities. Whilst the challenge of accessing essential services is not unique to Aboriginal communities in the South East and Tablelands,

the impacts on these communities are often more pronounced. Generally, these communities are outside towns and villages in areas that may not have higher-order health, education, and social facilities. These Discrete Aboriginal Community sites do not connect to the state road network.

Opportunities

There are significant opportunities to enhance access for Aboriginal and Torres Strait Islander communities through the Driver Licensing Access Program (DLAP), which facilitates obtaining a driver's license for better access to employment, education, and healthcare. Partnering with DLAP providers and the community can help identify barriers beyond licensing. Collaborating with the NSW Aboriginal Land Council (NSWALC), Local Aboriginal Land Councils (LALC) and community transport providers can lead to tailored transport service solutions for all trip purposes that improve social, economic and cultural outcomes. Additionally, working with tertiary institutions can support ongoing enrolments, while partnerships with councils can enhance walk-to-school draft initiatives and improve transport experiences for children and parents in poorly connected areas.



Aerial panorama of beautiful coastal town Narooma

5.2 Access to transport for all

A transport network that provides a range of travel choices to all people living, working in or visiting the South East and Tablelands region.

What we heard

- Public transport is an important service for education and health providers.
- Lack of disability-compliant buses and bus stop infrastructure for mobility-impaired passengers impacts public transport connectivity.
- Regional airports and flight schedules are not integrated with other modes of transport and rely on private vehicle access.
- Train services on the Main Southern Line into Sydney, Canberra and other strategic centres are unreliable. The frequency of local bus services depends greatly on operators and community demand.

5.2.1 Enabling access to essential services for a dispersed population, limited public transport options and long distances between communities and key services

The distance between centres and limited public transport coverage in the South East and Tablelands region presents a challenge for people who are not able to travel by private vehicle to reach the services they require. This is particularly the case in the south-western part of the region, incorporating Bombala and the Snowy Mountains and in the central-north of the region, made up of the more rural areas of Upper Lachlan and Hilltops LGAs. In these areas, people must travel up to an hour to access their nearest strategic centre and over two hours to access the services provided by Canberra.¹⁶ In addition to geographical distance, current public transport options are limited with most centres only having one option a day to link to their strategic centre. These services are often much slower than private vehicles and struggle to align with diverse timing needs. As a result of this, areas such as Eurobodalla and Bega Valley report extremely low public transport usage rates.¹⁷



Aerial of Bateman's Bay Bridge over Bhundoo River / Clyde River at Bateman's Bay looking east

¹⁶ Transport for NSW, driving distance and time between centres and strategic centres analysis, 1 August 2024

¹⁷ Australian Bureau of Statistics (August 2021), Journey to Work, [accessed 1 August 2024]



Figure 15. Health and education facilities in the South East and Tablelands region

Table 2. Longer trips by LGA¹⁸

LGA	Percentage of trips over 50km
Upper Lachlan	15%
Yass Valley	13%
Snowy Monaro	13%
Goulburn Mulwaree	12%
Wingecarribee	10%
Hilltops	9%
Eurobodalla	8%
Bega Valley	7%
Queanbeyan-Palerang	4%
South East and Tablelands average	9%

Although population growth is expected around strategic centres, the region's ageing demographic, particularly in areas such as Eurobodalla and Bega Valley, highlights the need for public transport and infrastructure to be tailored to accommodate increased patronage while supporting mobility and accessibility for people with disabilities.

There is a strong demand for tertiary education in essential work fields like healthcare and medicine across the region. To meet this demand, it is crucial to enhance course offerings and enable transport services in the most impactful areas. More than half of all primary and high school students live beyond walking distance of schools, relying on private vehicles and available public transport choices. This highlights the need for subsidised transport and a review of bus capacity and routes.

Opportunities

To enhance access to essential services such as health, education and employment in the South East and Tablelands region, we need to better understand how people and households travel. Improved collaboration with both NSW and ACT Health and private and public transport operators is crucial for supporting health outcomes. Developing targeted solutions such as On Demand or community transport services will assist those without a license or vehicle. Additionally, working with tertiary education institutions can help maintain enrolments in areas facing skills shortages, while reviewing bus routes will accommodate students eligible for the School Student Transport Scheme. Partnerships with government agencies are needed to ensure towns have access to the necessary resources required to improve public transport infrastructure for an ageing population and to support first and last-mile transport connectivity. Enhancing walk-to-school and active transport options for children living within 800 metres of their schools, along with improving transport experiences for families, will bridge service gaps and promote sustainable transport options.

5.2.2 Increasing the use of sustainable transport modes within centres

Over 70 per cent of the South East and Tablelands region's population resides in its strategic centres, towns, and villages.¹⁹ The trips they make are different from those made by people living in rural areas. On average over half of the trip movements occur within the same centre. This means that regardless of mode, identifying opportunities to improve the trip experience within centres is important to this region.

Young (84%), Goulburn (82%) and Cooma (71%) are the centres with the largest percentage of daily trips that occur within the same centre. Overall, half of the South East and Tablelands region travel less than 5km.²⁰ Less than seven per cent of the region travel to work by active transport.²¹ Shifting some of these trips to active transport where possible across the region would have numerous

¹⁸ Plan Wisely (2024), PMD2, Q1-Q4 2023 [Subscription-only dataset, exported and analysed], extracted 1 July 2024

¹⁹ Australian Bureau of Statistics (August 2021), People and population, [accessed 1 August 2024]

²⁰ Plan Wisely (2024), PMD2, Q1-Q4 2023 [Subscription-only dataset, exported and analysed], extracted 1 July 2024

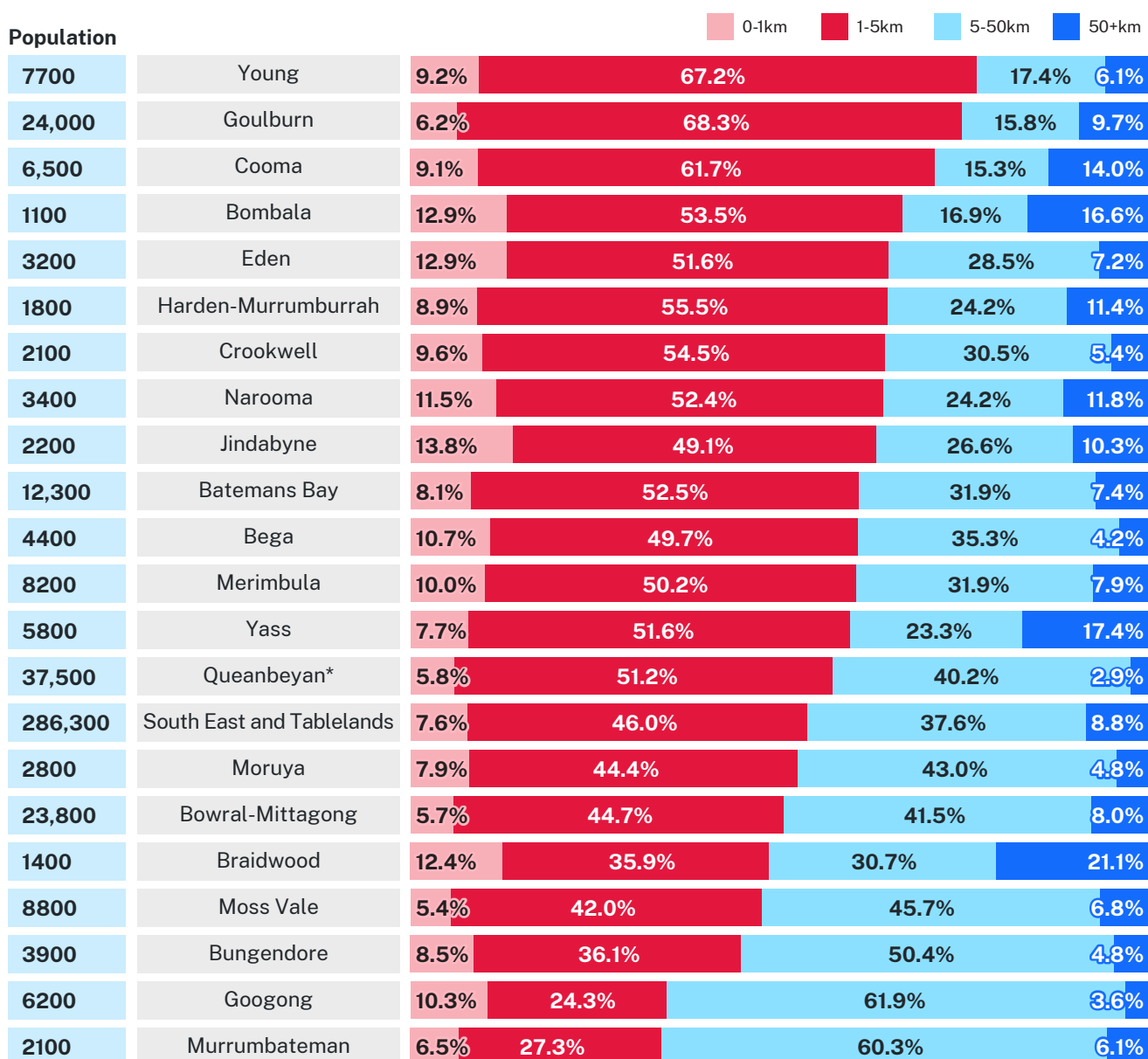
²¹ Australian Bureau of Statistics (August 2021), Journey to Work, [accessed 1 August 2024]

benefits including increasing healthy lifestyles, supporting a reduction in greenhouse emissions and improving social cohesion and engagement amongst communities.

Smaller centres in South East and Tablelands region such as Murrumbateman and Googong experience a lower percentage of trips within their centre with over half of trips that start in Murrumbateman and Googong between five kilometres and 50 kilometres. These two centres act as satellite towns to the ACT, with most of the trips that originate here ending in Queanbeyan, Yass, or the ACT.²²

‘Despite the higher percentage of trips covering distances between zero and one kilometre, numerous barriers still hinder walking and cycling. The varying geography across the region, incomplete walking and cycling networks, limited marked foot crossings and pedestrian refuges discourage residents from choosing these options due to safety concerns. Perceptions of cycling and micromobility devices also pose challenges. Communities often feel that cycling is less safe and inconvenient than other day-to-day travel options.

Length of trips starting in centres across South East and Tablelands, 2023



* The movement data for Jerrambombarra is considered part of Queanbeyan for analysis.
Source: Planwisely cloud spatial platform and ABS 2021

Figure 16. Length of trips starting in centres across the South East and Tablelands



Cycling, Lake Jindabyne © Destination NSW

Opportunities

Supporting councils through grant programs to plan, design and construct active transport infrastructure, while working together to improve local access to essential services, can reduce the need for shorter private vehicle trips. Developing behaviour change programs and implementing urban design strategies that reallocate road space from private vehicles to public and active modes can promote active transport and improve connectivity in rural and regional areas.

To encourage more bus trips in satellite towns such as Murrumbateman and Googong, there is an opportunity to work closely with local councils and bus operators to improve bus services that are timed to align with when people want to travel and provide day return services. Additionally, active transport will be enhanced through safe, connected, and convenient cycleway networks, active transport campaigns, integrating of cycling and public transport and ensuring adequate footpaths with crossing infrastructure for pedestrians and micromobility devices.

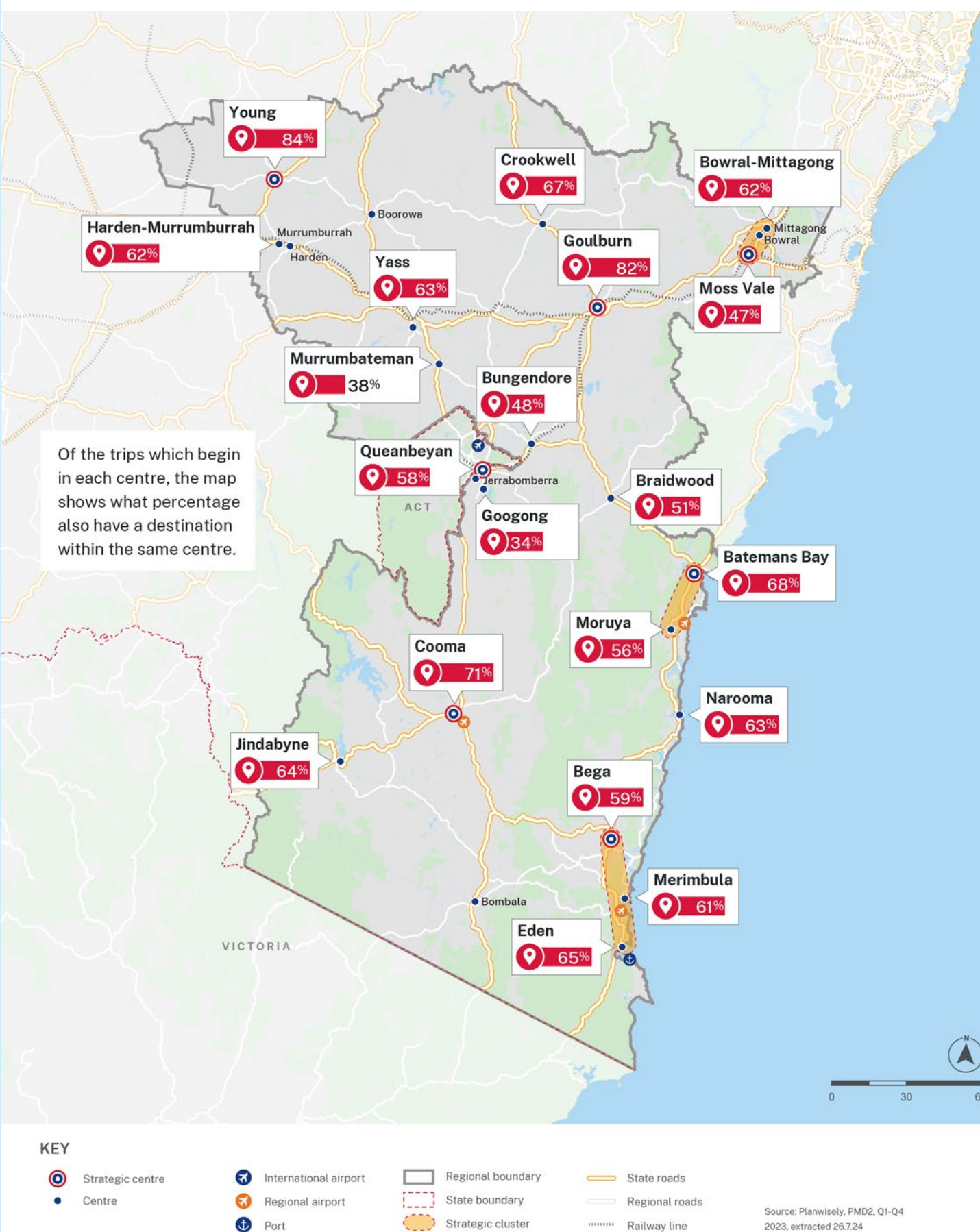


Figure 17. Percentage of trips wholly within each centre, South East and Tablelands, 2023

5.2.3 State and local infrastructure and service limitations

Maintaining and improving accessibility compliance

Accessible transport is a significant enabler of equality and a driver of social and economic activity. For those with a disability or low mobility, it provides the opportunity to participate fully in the community and the economy. A need to improve public transport accessibility has seen upgrades at Mittagong and Goulburn stations to improve independent wheelchair access.

The facilities that support accessible transport are owned and maintained by a mix of asset maintainers such as councils, Transport and private owners. Within town centres, a significant proportion of the transport network is owned by councils, such as footpaths, kerb ramps and bus shelters. There are challenges with proactively maintaining and upgrading existing facilities from an operational maintenance perspective. Also, many of these facilities were built before current compliance standards. Continued progress in accessibility will require ongoing partnerships with councils and public transport operators.

Limitations on private bus operations

Services between centres and their immediate surroundings face limitations in frequency, often lacking evening, weekend, and Sunday services that are often available in metropolitan areas. Enhancing the frequency and coverage of these networks is essential to meet the needs of local populations and provide a similar level of service to more populated centres across the South East and Tablelands region.

Public transport services play a vital role in providing accessible travel options, however, their effectiveness is often influenced by private entities that operate these services. Despite service discrepancies in service quality, coverage and scheduling, this may not always align with the economic feasibility of maintaining and expanding services in the service's current arrangement.

Opportunities

To enhance the local public transport experience, it is essential to improve integration with coaches, regional services and intercity train services to better support multimodal opportunities.

This could be through preserving potential corridors to improve rapid transport connections between South East and Tablelands and ACT. Addressing the service frequency and reliability of routes like Yass to Canberra, conducting trials for multimodal solutions such as bicycle carriages on buses and trains, and expanding On Demand services and potential rail extensions to areas like Jindabyne will provide significant benefits to public transport usability. This will also improve connectivity between regional centres and towns to the nearest strategic centre or city. Additionally, implementing real-time scheduling and cashless payment options can improve convenience for all passengers. Finally, conducting Disability Discrimination Act 1992 (DDA) compliance audits on transport assets in town and strategic centres will help identify proactive maintenance programs to ensure accessibility.

5.3 A safe transport network

Reduce fatalities and serious injuries on the transport network and ensure safety for public transport users.

What we heard

- There is a high rate of fatigue and speed related crashes in South East and Tablelands, exceeding the regional NSW average.
- Heavy vehicle rest stops are an essential safety and regulatory feature of the transport network and some have limited basic amenities.
- There is a need to continue upgrading roads across the region to improve safety. This includes high speed regional roads and local roads. There is also a need to provide better infrastructure to improve safety for people walking, cycling and using public transport, including in town centres and near education and health facilities.
- Safer speed limits are needed to support place and urban design outcomes, including where state arterial roads continue through the centre of towns that also function as main streets.
- Unattended stations with graffiti, vandalism and rubbish can make people feel unsafe.
- Crashes and other incidents on the road network during peak holiday or harvest periods can have significant impacts on travel times, impacting local communities, businesses and visitors.
- Rest stops should include basic amenities and capacity with considerations for the land available.

5.3.1 Improving safety across our transport network for active transport, public transport and water users

Walking and active transport safety

Protecting vulnerable road users is a key road safety challenge. People walking and cycling are at a greater risk of becoming a fatality or being seriously injured compared to drivers, as they are less protected in a crash. Between 2018 and 2022, 37 pedestrians and 21 bicycle riders were killed or seriously injured in crashes on roads across the region.²³

By partnering with local government in the provision of walking and cycling paths, safer crossings, improved lighting, and safer speed limits, we can improve road safety and support active transport in local communities. By encouraging walking and cycling we can help reduce car dependency for short trips, help to keep people active and healthy, reduce the need to travel to access health services and support the growing numbers of older residents across the region.

Public transport experience and safety

Improving personal safety on public transport is essential for increasing ridership and public trust. Providing level bus stop boarding areas where passengers can safely wait to catch a bus, and where buses can safely pull off the road are key components of a bus network. Other infrastructure features that can help improve the attractiveness of public transport include the provision of bus stop signs, timetable information, seating, passive surveillance, lighting, and if possible, protection from the elements. Through partnering with local bus operators, councils and other stakeholders, we can better understand the needs of each community and help tailor solutions to improve safety for both operators and passengers.

²³ Transport for NSW Centre for Road Safety, 2018-2022 Crash data, [accessed 1 August 2024]

On-water safety

Maritime activities play a pivotal role in the economic, recreational and tourism sectors across the state. Recreational boating contributes up to \$2 million to the NSW economy, supporting around 7,000 direct jobs.²⁴ These activities provide employment opportunities, help drive regional development, and attract investments to coastal areas.

The South East and Tablelands coastline stretches almost 250 kilometres between Batemans Bay in the north and the Victorian border, and the region also includes inland rivers and lakes such as Lake Jindabyne.

Maintaining navigable waterways on the coast supports local industries such as fishing and tourism, which are often significant sources of income for regional communities. Access to waterways also allows residents to engage in recreational boating activities, enhancing their overall well-being and connection to the natural environment. Between 2018 and 2023, there were eight fatalities across seven incidents involving watercrafts along the coast between Batemans Bay and Eden.²⁵ The Transport for NSW Maritime Safety Plan 2026 is focused on improving the safety of those using watercraft at sea and seeks to reduce fatalities and serious injuries by 30 per cent by 2026, focusing on the four priority safety areas of lifejackets on vessels, access to waterways, technology improvements and improving the safety culture.²⁶ This does not include beach safety or fishing.

Opportunities

To create safer and more inclusive transport networks, partnerships with local councils will focus on upgrading accessibility at train stations and bus stops, enhancing cycling and pedestrian infrastructure, and reducing conflicts between road users and vulnerable active transport users through measures like separated cycle paths and improved crossing facilities. Conducting region-specific safety audits and local detailed analysis will help identify high-risk areas for public transport users, leading to the implementation of safety measures that enhance patronage and confidence and improving the safety of the networks within South East and Tablelands. Investments in modern safety technology, such as CCTV systems, alongside improved safety campaigns for lifejacket usage in high-risk maritime areas, will address actual and perceived safety concerns, while access and upgrades to maritime infrastructure will align with the actions outlined in the Maritime Safety Plan 2026.

5.3.2 Driver fatigue leading to fatal and serious injury crashes on our regions roads

Driving in the South East and Tablelands region often involves long periods behind the wheel, posing a significant road safety challenge. Behavioural factors, such as driving whilst fatigued, contribute to a greater risk and severity of a crash on regional roads.²⁷

Table 3 shows the behavioural factors involved in fatal crashes in South East and Tablelands and shows the percentage of fatal crashes in which fatigue was a factor is relatively high, at 22 per cent, compared to a state average of 16 per cent.²⁸

²⁴ NSW Government, Maritime Infrastructure Plan 2019-2024

²⁵ Transport for NSW Centre for Marine Safety, 2018-2023, [accessed 1 August 2024]

²⁶ Transport for NSW, Maritime Safety Plan 2026

²⁷ Transport for NSW Centre for Road Safety, Regional Driving Factsheet 2021

²⁸ Transport for NSW Centre for Road Safety, 2018-2022 Crash data, [accessed 1 August 2024]

Table 3. Fatal crashes – behavioural factors – South East and Tablelands region 2018-22 compared with Regional NSW and All NSW²⁹

Behavioural factor involved in fatal crash	South East and Tablelands region fatal crashes (2018-2022)	As % of all South East and Tablelands region fatal crashes (2018-2022)	As % of all Regional NSW fatal crashes (2018-2022)	As % of all NSW fatal crashes (2018-2022)
Speeding ³⁰	54	42%	44%	40%
Fatigue ³¹	28	22%	21%	16%
Alcohol	20	16%	19%	16%
Illicit Drugs	15	12%	24%	23%
Seatbelt Not Worn – Vehicle Occupant	14	14%	17%	16%

Within the region, fatigue is a particular factor in fatal crashes in Yass Valley (38%), Queanbeyan-Palerang (33%) and Goulburn Mulwaree (29%), compared to a regional average of 16 per cent over the five-year period to 2022.³²

Fatigue was a factor in 13 per cent of all crashes involving heavy vehicles in the South East and Tablelands region between 2018 and 2022, with two fatal crashes involving heavy vehicles and five involving light trucks.³³ To address this issue and support the growing freight task, Transport is providing adequate stopping opportunities based on Austroads guidelines on rest area spacing, which considers factors such as traffic volume and proximity to commercial facilities.

Transport has identified other potential sites along the Hume Highway, Barton Highway, Kings Highway, Princes Highway, Snowy Mountains Highway, Monaro Highway, Lachlan Valley Way, Burley Griffin Way, Illawarra Highway, and Kosciuszko Road to ensure freight operators can stop safely, and support growth in freight and movement of goods across the network.

The Barton Highway serves as a case study highlighting the critical need for safety improvements due to its history of crashes and safety concerns. From 2018 to 2022, there were 59 crashes on the Barton Highway, resulting in four fatalities and three serious injuries. Driver fatigue was a contributor in 40 per cent of these

FSI crashes.³⁴ Improving safety on this highway is imperative to safeguarding the thousands of commuters who travel on this vital route every day between the ACT and NSW.³⁵

Opportunities

Opportunities to enhance road safety and driver wellbeing within the region include planning for new heavy vehicle rest stop opportunities and improving existing ones as part of major highway upgrades, along with installing safety features like wide centre line markings, flexible barriers, audio tactile line markings, and sealed shoulders. Developing and trialling new roadside interaction guidelines in partnership with NSW Police, councils, and other transport authorities will be an important consideration to improve safety in the region. Undertaking evaluation of existing programs such as the Driver Access Program and continued support for the Driver Reviver Program during school and university holidays will improve the quality and outcomes of these programs. This will also improve the outcomes and focus on public education campaigns, such as ‘Don’t Trust Your Tired Self’, which will promote self-regulation and raise awareness about recognising and managing driver fatigue.

²⁹ Note: Fatal crashes can have more than one behavioural factor recorded.

³⁰ Speeding is recorded as a contributing factor in a crash if at least one motor vehicle in the crash was speeding

³¹ Fatigue is recorded as a contributing factor if at least one motor vehicle controller in a road crash was fatigued.

³² Transport for NSW Centre for Road Safety, 2018-2022 Crash data, [accessed 1 August 2024]

³³ Transport for NSW Centre for Road Safety, 2018-2022 Crash data, [accessed 1 August 2024]

³⁴ Transport for NSW Centre of Road Safety, 2018-2022 Crash data, [accessed 1 August 2024]

³⁵ Transport for NSW, Barton Highway Improvement Strategy, 19 October 2023

5.3.3 Speeding leading to fatal and serious injury crashes on our regional roads

Speed zones

Speeding is the biggest contributor to road trauma across South East and Tablelands, contributing to 42 per cent of fatal and serious injury crashes in the latest five-year data to 2022. Approximately 75 per cent of roads across the region have speed limits of 90 km/h or higher, and this is where 55 per cent of all FSI crashes occur. This is significantly higher than the 37 per cent of FSIs that occur on high-speed roads across regional NSW.³⁶

The prevalence of speeding-related crashes not only causes considerable trauma to all those involved and their communities, but also imposes a substantial economic burden.

The NSW Government is committed to supporting safer speeds to reduce road trauma through measures including enforcement and education, and to ensure that speed limits are appropriate for the local environment through undertaking speed zone reviews. In urban areas, new initiatives to introduce lower speed limits such as 40 or 30km/h may also be supported by better lighting, placemaking, and streetscaping improvements.³⁷

Opportunities

Ongoing collaboration with local government and NSW Police is vital to improve safety outcomes in the region. The Enhanced Enforcement Program and the investigation of additional mobile speed camera sites are some of the ways that Transport will partner with NSW Police. Supporting councils to ensure appropriate speed limits and reviewing speed zoning where necessary will enhance road safety in the region. Education campaigns raising awareness of speed zone changes and their impact on road and community safety while identifying areas with high pedestrian and cyclist activity for potential lower speed limits, such as 30km/h High Pedestrian Activity Areas, will be an important consideration. Mitigation measures for speeding will include upgrading country roads with safety barriers, audio tactile line markings, and conducting speed zone reviews in high-risk areas. Additionally, studies have shown that town entry gateway treatments have the potential to reduce speeds by up to 25 per cent.³⁸



Example of new Town Entry Gateway installed on the Monaro Highway at Bredbo

³⁶ Transport for NSW Centre of Road Safety, 2018-2022 Crash data, [accessed 1 August 2024]

³⁷ NSW Government, NSW Government zeroes in on road safety, 19 April 2024

³⁸ Austroads, 2014, Methods for reducing speed on rural roads : Compendium of Good Practice

5.4 Well located housing and successful places

Support the delivery of successful places and promote sustainable transport options for the delivery of well-located housing and employment lands to address growth.

What we heard

- Land use planning, such as housing developments depend on the availability of water, and utilities. These developments can also affect and restrict intersections and traffic flow across the transport network.
- Eurobodalla Hospital, South Jerrabomberra Regional Jobs Precinct, Snowy Mountains Special Activation Precinct and Southern Highlands Innovation Precinct will change travel behaviour and freight movements.
- Access to health, education, businesses and logistics in Canberra is important.
- The priority mode of transport for state roads along main streets varies significantly across the region and time of year.

5.4.1 Aligning land use and transport planning to accommodate housing growth

Addressing these challenges presents opportunities for strategic intervention. Growth should be prioritised within strategic centres such as Young, Goulburn, Moss Vale, Queanbeyan, Cooma, Batemans Bay and Bega with housing and employment opportunities to ensure growth can be serviced by existing infrastructure.

Coordination with other agencies on new and existing housing delivery

Coordinating closely with planning authorities is crucial to ensure that land use strategies effectively drive housing development, both for new constructions and the enhancement of existing housing stock. A lack of coordination between agencies can lead to mismatched infrastructure, inadequate transport links, and unevenly distributed amenities. These limitations can result in poorly connected communities and hinder the overall success of housing initiatives. Continuing to work with the Department of Planning, Housing and Infrastructure is critical to ensuring new housing developments have access to transport options such as public transport and active transport from day one.

Land use constraints

Despite the large geographical boundaries of this region, delivering housing and other development faces numerous challenges. This includes access to resources such as water, energy, and transport infrastructure. Factors such as natural hazards, challenging topography and availability of developable land also influence the ability and market appetite to deliver housing across this region. Some areas across the South East and Tablelands region have limited developable land for services and amenities that support housing delivery.

Integrated planning for new and existing housing is required to balance the current capacity of the network to ensure the safety, reliability, and accessibility of key highway connections, including the Hume Highway, Princes Highway, and other vital routes.

Opportunities

Incorporating active transport facilities, such as footpaths and crossings, presents an opportunity to better integrate land use and transport planning, supporting new housing growth by connecting development sites with local services and amenities within two kilometres.

5.4.2 Achieving seamless multi-modal transport outcomes in strategic centres and centres

Topography and distance in strategic centres and other centres present significant restrictions to the viability of large-scale walking and cycling outcomes for many communities. Distance and time to travel from origin to destination are largely influenced by the environment in this region which means that travel on the road network by private vehicle and public transport where available will continue to be a dominant choice. However, all centres and surrounding towns within this region would benefit largely from improved public transport services to provide an alternative to private vehicle. Where walking and active transport are viable options, Transport will continue to work with councils to manage road user space allocation to encourage pedestrian and active transport infrastructure, streetscape, and main street improvements.

Councils play a pivotal role as a delivery partner in implementing the Road User Space Allocation policy, through localised strategic plannings and Transport-led Integrated Transport Plans, which provides a holistic approach to managing the place, function, and movement requirements of all users.

Councils across this region have diverse strategies to inform how they deliver on placemaking outcomes and address transport challenges. When using Movement and Place, it is important to recognise that roads are infrastructure for efficient movement of people and goods in the economy as part of a through journey. By contrast, a street serves multiple functions surrounding access to and from a place that adapt to our changing needs and values through which people experience cities and towns. Roads have less intense place activity, although these roads and routes can still hold important meaning for people. For example, Goulburn focuses on streetscape maintenance to enhance its town centre's character and viability. Similarly, Bega Valley prioritises public space reconfiguration to maintain scenic landscapes and improve pedestrian access, while Queanbeyan explores traffic management solutions to mitigate holiday traffic impacts.

Transport's Movement and Place framework aims to avoid outcomes such as an overall increase in general traffic lanes for private motorised vehicles and adverse impacts on road safety for all road users. As our centres become urbanised, many of our main streets along state roads will represent an 'arterial high street' design. Transport acknowledges that managing the dynamic between movement and place ranges from place to place across this region.

Opportunities

Transport is collaborating with councils to implement the Road User Space Allocation policy in alignment with the movement and place requirements of the corridor or network. This partnership will also involve identifying opportunities and constraints within all strategic centres to inform multimodal solutions that enhance connectivity and accessibility.

To deliver integrated transport planning outcomes in new and existing local developments, particularly where state roads serve as main streets, Transport will collaborate with councils and other state agencies to balance the tensions between movement and place. This partnership will support housing and successful places across the South East and Tablelands region.



5.5 A thriving and diversifying economy

An efficient transport network to support a diversifying and growing economy, including tourism, agribusiness and the movement of freight.

What we heard

- The tourism economy is moving from a seasonal to an all-year model to attract retiree groups and withstand climate impacts.
- Highway interchanges, intermodals and industrial land are important for freight industries to transport goods within the region, across NSW, interstate and some are even exported overseas.
- The Jerrabomberra Regional Jobs Precinct, the Jindabyne Special Activation Precinct and the Southern Highlands Innovation Park are key employment growth locations, as are education and health precincts across the region and ACT.
- There is a desire to move more freight by rail but the network requires improvements to enhance capacity and provide an alternative to road transport for some goods.
- Connections between Hume Highway and Inland Rail are seeing increasing freight journeys through northern areas of the region.
- Larger freight vehicles over 30 metres are limited by bridges, gradients and curves which can be hazardous to heavy vehicle drivers and vulnerable road user groups.

5.5.1 Meeting the transport needs of visitors to the region

Transport infrastructure for tourists

Transport infrastructure for tourists must account for the diverse conditions and terrain in the South East and Tablelands region. The fluctuations of tourism demand by time of year and day of the week can put pressure on the local and state transport network during peak periods while leaving it underutilised during off-peak times. Alpine areas such as Snowy Monaro experience winter weather conditions and need ongoing transport infrastructure to ensure safe and reliable access for visitors. Coastal areas like Batemans Bay experience a high number of day trippers during summer and the school holidays. The region's reliance on weekend trips, particularly in areas surrounding Canberra, necessitates continuous efforts to sustain visitor interest and maintain steady growth. Addressing these challenges is crucial for diversifying South East and Tablelands regional economies and ensuring sustainable tourism development throughout the year.

To address these challenges and promote year-round attractions, strategic infrastructure development and service planning are essential. Increasing seasonal public transport services can improve accessibility and reduce congestion during peak periods and alleviate high parking demand at popular destinations like the NSW Snowfields and the Sapphire Coast beaches and waterways.

Opportunities

By implementing strategic measures such as improved public transport options, designated park-and-ride facilities, and real-time traffic management systems, the South East and Tablelands region can better handle the influx of visitors and manage transport services for seasonal tourism. This particularly applies to areas such as Jindabyne and the surrounding alpine resorts in the Snowy Mountains.

Other tourism infrastructure projects like rail trails offer significant potential to boost tourism by creating all-year-round attractions and enhancing

the appeal of centres and surrounding towns. These trails can attract recreational cyclists and tourists, fostering local businesses and enhancing the appeal of the South East and Tablelands region. These projects typically involve a 30-year lease of the transport corridor asset and require careful planning and collaboration with stakeholders, community, and other State agencies to navigate these challenges effectively.

5.5.2 Enabling economic development by ensuring transport connections to growth and access to key markets

Supporting freight demand

Over the next 20 years, the freight task for South East and Tablelands is projected to increase significantly, with annual freight volumes expected to increase by 35 per cent from 13.5 megatons in 2021 to 18.2 megatons in 2041.³⁹ Given that over 75 per cent of total exports originate from the Goulburn Mulwaree and Wingecarribee LGAs, this poses a challenge to manage freight exports across these LGAs. Key commodities like timber, agricultural products and construction materials necessitate efficient transport routes, but many east-west road connections have strict PBS access limits due to geographic and infrastructure constraints, such as Clyde Mountain and the Warri Bridge over the Shoalhaven River. The freight task also impacts both local and regional roads, as well as privately owned roads within state forests, with last mile or key connections provided by roads managed by local government often not designed to meet the increasing loads and volumes.

Supporting workforce participation in key industries

Existing and new industries found in localised employment hubs and special activation precincts will depend on an available workforce. Workforce participation in existing and new industries depends on a variety of factors such as the availability of skilled workers, available employment opportunities and accessible transport.

People and communities who participate in existing and new industries far away from strategic centres and other centres will still

require connections to services found in major cities and other centres to access education, health, and employment. Addressing this challenge will require considering how public and private transport services can be better integrated to support and encourage a growing workforce. The steady demand for essential services, community-oriented activities, and business support services will continue as the South East and Tablelands region continues to diversify its economy through more working-from-home opportunities and renewable and energy industries.

Opportunities

To support existing and new industries will require operational strategies across the road network that support OSOM movements. To support freight connectivity for key commodities such as timber, agricultural products and construction materials, collaboration with industry is essential. This will allow the development of effective transport solutions and the leveraging of export capacity across the South East and Tablelands region to drive economic growth. These include key import and export gateways such as ports and airports in South East and Tablelands and interstate. This also includes enhancing access to essential services and promoting sustained workforce participation while working with agencies like the Department of Primary Industries to enable a growing workforce at the local district level.

Supporting infrastructure and facilities for higher productivity vehicles is crucial for optimising efficiency and integration into transport networks. High productivity vehicles are designed to increase payload efficiencies which leads to significant reductions in vehicle trips, lower emissions and pavement wear. The South East and Tablelands road network will optimise access for heavy vehicles in accordance with the Heavy Vehicles Access Policy 2024.⁴⁰ This will require an improved utilisation of the network's capability and capacity to accommodate vehicles that are best suited to the freight task on the existing network, for example targeting PBS 3 access for the Hume Highway and Olympic Highways. By responding to these opportunities, the region can improve connectivity and support the ongoing development of its vital industries.

³⁹ Transport for NSW, Strategic Freight Forecasts, [accessed 1 August 2024]

⁴⁰ Transport for NSW, 2024, Heavy Vehicle Access Policy

5.6 Resilient networks

Reduce the impact of network shocks and service interruptions and proactively plan for future impacts.

What we heard

- Large parts of the region have been devastated by the impacts of climate change, particularly bush fires, floods and mountain pass closures.
- Road and rail conditions are vulnerable during floods and fires, which sever connections to communities when they need essential services. Improvements can be made to the way incidents are managed and coordinated, to response times, and decision-making during emergencies.
- Frequent closures on east-west connections across the Great Dividing Range result in poor road network reliability. Locals know alternate routes but experience significant additional travel time when regular maintenance is needed.
- Councils seek upgrades to some of their roads which connect strategic centres more directly than the state road network. Rerouting by GPS onto regional and local roads transfers the safety burden onto councils when through traffic should use state roads.

5.6.1 Vulnerability to scheduled and unscheduled events on the transport network

Incident management planning and coordination

Incident management planning is crucial in addressing vulnerabilities to scheduled and unscheduled events on the transport network due to climate risk. Climate risk refers to the ability of a system, community or society exposed to hazards to resist, absorb, accommodate, adapt to, transform and recover from the effects of a hazard in a timely and efficient manner, including through the preservation and restoration of its essential basic structures and functions through risk management.⁴¹ Most landslides and rock fall hazards occur across our escarpment and alpine areas. These events trigger a need for traffic control and potential diversion of traffic to alternative routes, resulting in longer than usual travel times. Ensuring reliable access along critical corridors like the Kings Highway in Braidwood and Bungendore during natural hazard events is vital for supporting local economies and minimizing the impact on tourism.

Integrating resilience into transport asset management offers a significant opportunity to mitigate these challenges. As technology improves, Transport will continue to work with stakeholders to ensure a coordinated and efficient recovery process to reduce response times and improve emergency coordination. Currently, councils are providing incident data to input into Transport's Live Traffic website, however, in lower populated areas incidents may not always be reported in Live Traffic.

Preparedness is key to managing disruptions to the transport network. Improving the resilience and adaptability of the transport network can be achieved through infrastructure, technology, and policy enhancements that provide accurate information to users, mitigating the occurrence, duration, and impact of shocks and stresses. Investments in climate-resistant materials and advanced monitoring systems can improve the durability of transport assets, reducing the frequency and severity of disruptions. Engaging

41 NSW State Disaster Risk Mitigation Plan, UNDRR, Australian National Emergency Management Agency

and educating stakeholders, such as local councils and community organisations on disaster preparedness and response best practices, fosters collaboration and ensures all parties are equipped to handle natural hazards effectively.

Redundancy and alternative routes

This region is naturally subject to geographical constraints as east-west road corridor links traverse the Great Dividing Range and are utilised through all conditions at all seasons. Events in the past few years have also reinforced the importance of the transport network in supporting alternative routes and evacuation, which is a primary response strategy to many climate and human-induced emergencies. For example, Yass Valley Way serves as an essential detour route when incidents occur on the Hume Highway, Barton Highway, and Federal Highway, highlighting the importance of maintaining alternative routes.⁴²

Opportunities

To enhance the resilience and adaptability of the transport network, Transport will work cohesively with government agencies, first responders, and councils to reduce planned and unplanned disruptions, manage scheduled events, and prepare for scheduled and unscheduled events. This includes investing in proactive solutions, utilising Bushfire Corridor Resilience Program and Customer Journey Resilience Plans to identify critical routes, investigating resilience solutions across modes such as rail and collaborating with councils to integrate local and state road network projects effectively. Investing in routes that support redundancy and alternative routes, will lead to a more resilient transport network capable of withstanding natural disasters and other disruptions.



Heavy vehicle travelling on Kings Highway

⁴² Yass Valley Council, Yass Valley Local Strategic Planning Statement 2020



Figure 18. Environmental hazards on the South East and Tablelands region road network between 2012 and 2022

5.6.2 Improving access for freight movement and higher productivity vehicles whilst managing competing transport user priorities on the transport network

Balancing freight access on the transport network

Opportunities to improve freight movement in the South East and Tablelands region lie in the strategic enhancement of transport infrastructure. For example, technology has helped facilitate an innovative asset management approach to improve access northbound on the Hume Highway over Sheahan Bridge from 68.5 tonnes to 85 tonnes while more permanent infrastructure investigations are undertaken.⁴³

Supporting a growing freight task and the safe, efficient and reliable movements of goods will require more agile and resilient networks for moving goods between trade gateways and freight precincts, such as from port to warehouse, and providing convenient access to centres. Expanding PBS vehicle access to key roads could also significantly boost freight efficiency, reducing the number of trips required to move the same volume of goods. The Snowy Hydro 2.0 Project designed an innovative PBS Level 2 vehicle that was specifically suited for the construction of a 27 kilometres long tunnel to support the Snowy Hydro 2.0 renewable energy project. The design reduced truck movements from 97,000 trips to around 32,000 trips – a 67 per cent reduction, which delivered significant benefits for the communities of Cooma and Adaminaby in terms of congestion, road safety, noise and air pollution.⁴⁴

This project successfully highlights the dependency on other infrastructure partners to access strategic sites such as airports, ports and special activation zones and reliance on ongoing collaboration with the relevant council and other state and federal agencies to expand first and last-mile freight access.

The growing demand for rail freight also presents both challenges and opportunities. Increased freight movement by rail, particularly from the Goulburn Mulwaree and Wingecarribee LGAs, could lead to conflicts with passenger services on the Main South Rail Line, necessitating a holistic review of rail services to optimise both freight and passenger transport.⁴⁵

Opportunities

Maintaining north-south connections within key cities and centres like Young, Goulburn, Moss Vale, and Cooma, as well as strategic hubs such as the Port of Eden and the Snowy Mountains SAP is crucial for the efficient movement of freight within South East and Tablelands. Current east-west constraints could be overcome by leveraging the Princes Highway Program for improvements in HPV access south of Nowra. Upgrading existing rest stops and identifying new locations will support heavy vehicle drivers, while collaboration with councils, state and federal agencies will enhance first and last mile access in critical areas like airports and ports. Additionally, a review of rail services on the Main South Rail Line will optimise freight and passenger transport demands in the region.

5.6.3 Ongoing and increasing maintenance of the network in areas exposed to already challenging topography and natural hazard events

Existing maintenance program and need for proactive works

Transport works with several maintenance and delivery partners in local government and industry to deliver a range of works and services for operational and capital works on road pavement, corridors, bridges and traffic facilities. Routine maintenance is essential to keeping our roads open and safe, which provides economic, social, environmental and safety benefits for transport users long-term. It involves corrective maintenance to meet standards, amenity maintenance for customer experience and scheduled maintenance to preserve and sustain a reliable connection.

⁴³ Transport for NSW, 2024, Heavy Vehicle Access Policy

⁴⁴ Transport for NSW, 2024, Heavy Vehicle Access Policy

⁴⁵ Transport for NSW, Strategic Freight Forecasts, [accessed 1 August 2024]

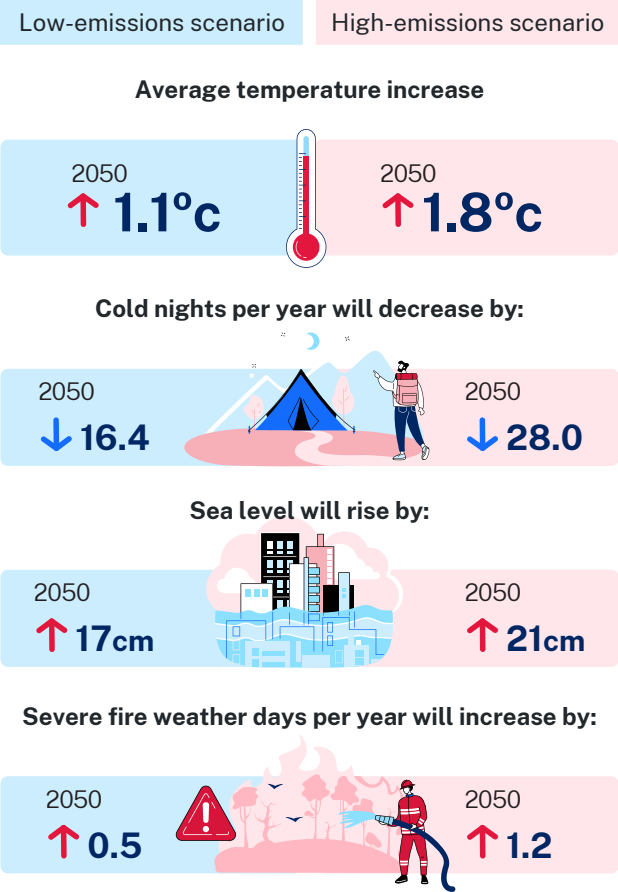
In South East and Tablelands there remain key pinch points along mountain passes that limit access for larger heavy vehicles which has freight and economic implications. Pinch points are considered as part of the planning and detailed design of capital expenditure projects for major corridors like the Princes Highway upgrade program and are decided based on industry demand and funding availability.

Risk assessment, planning and cross-government coordination

Climate change is already affecting the South East and Tablelands region, particularly through increased temperatures, fire risk, sea level rise and coastal erosion which are almost certain to increase in frequency by 2041. Additionally, the total economic cost of natural disasters in NSW is estimated to be \$3.6 billion a year. This is projected to rise to \$10.6 billion per year by 2050.⁴⁶ Effective planning that incorporates comprehensive risk assessments and mitigation strategies is essential to maintain network functionality and safety.

There is a need for climate change risk assessments to identify the physical climate hazards and risks affecting transport operations, individual assets and transport networks. Transport have developed an enterprise climate risk assessment (CRA) that identifies climate change risks in alignment with the Climate Risk Ready NSW Guide. This has informed what action is required to address climate change to minimise the cost and adverse impacts of climate change. Councils and the Canberra Region Joint Organisation have a ‘Blueprint for a Resilient South-East NSW’ and fostering partnerships and leveraging expertise across governments will be crucial in reducing overall recovery expenditure and ensuring the transport network can support people, communities, and operators into the future.

Projected Changes: South East and Tablelands



Source: Data is based on NARCIIM2.0 (2024) projections for SSP1-2.6 (low-emissions) and SSP3-7.0 (high-emissions) and is presented relative to the historical climate baseline of 1990–2009. The projections for 2050 represent averaged data for 2040–2059. Values presented are averages across the NARCIIM2.0 model ensemble, and do not represent the full range of plausible climate futures. Regional climate change impacts are used to highlight how the region is likely to be affected by climate change, and impacts are not limited to the examples provided. Sea-level rise data is from the IPCC’s Sixth Assessment Report is presented relative to a baseline of 1995–2014.

Figure 19. Projected changes in South East and Tablelands region

Opportunities

Opportunities for enhancing transport resilience includes continued collaboration among government agencies, local councils, and communities to implement customer journey resilience plans, as well as investing in smart traffic and asset management systems to support proactive asset management. Partnering with community and cultural leaders in the South East and Tablelands region will ensure that asset and service solutions are tailored to meet local needs, while conducting climate change risk assessments in line with the Net Zero and Climate Change Policy 2023 will help assess and map potential impacts on transport networks, assets, and communities.

46 Department of Planning and Environment, 2021, Planning for a more resilient NSW

5.7 Net zero emissions

Contribute to the net zero 2050 target.

What we heard

- The rollout of fast charging stations has not kept up with the increase in electric vehicles.
- A key enabler for net zero is mode shift to low and zero emission public transport and active transport options like walking and cycling to reduce reliance on private vehicles.

5.7.1 Enable access to low-emission private and freight vehicles by developing supporting infrastructure

Supporting the provision of charging infrastructure for electric and low-emission vehicles

The lack of adequate electric vehicle (EV) charging stations is a barrier to greater uptake of EVs. In South East and Tablelands, this can lead to charger anxiety, where potential EV buyers are concerned about the availability of charging options during longer trips. This infrastructure gap can hinder the widespread adoption of EVs. For example, the Upper Lachlan Shire has the lowest EV registration in the South East and Tablelands region with approximately 14,000 vehicles, in part due to the absence of charging stations as shown in Figure 15. In contrast, Queanbeyan-Palerang and Wingecarribee LGAs have the highest with over 60,000 registered EVs benefitting from multiple EV charging station options nearby.⁴⁷



Zero Emission Bus charging connector

Other vehicles such as hydrogen fuel cell vehicles are currently being trailed in the ACT and there are currently no refuelling opportunities in this region. Transport will continue to work with the ACT Government to understand how to plan for and support adoption of green hydrogen fuel cell heavy vehicles to support decarbonising the transport sector.

To support the outcomes of the NSW Government's Zero Emission Buses (ZEB) Transition plan, which will fully transition regional NSW buses by 2047, Transport will continue to work with operators, councils, and communities to understand the immediate improvements in bus services required to reduce private vehicle dependence and emissions.⁴⁸ Trials under the ZEB program have commenced across Regional NSW in October 2024 and will include a trial in Queanbeyan. This will include the use of three electric buses, servicing 16 schools across NSW and the ACT.

⁴⁷ Transport for NSW, Registration Snapshot Report [accessed 1 August 2024]

⁴⁸ NSW Government, 2024, Zero Emission Buses, [accessed 1 August 2024]



KEY

- | | | | |
|-----------------------|-------------------|----------------|--|
| Metropolitan centre | Port | State roads | Electric Vehicle (EV) charging network
Existing destination charging station (below 50kW)
Existing fast charging station (above 50kW)
Approved fast charging station |
| Strategic centre | Regional boundary | Regional roads | |
| Centre | State boundary | Railway line | |
| International airport | Strategic cluster | | |
| Regional airport | | | |

Source: EVenergi Map and State of New South Wales (Department of Planning, Housing and Infrastructure).

Figure 20. South East and Tablelands Current and Future EV Charging Stations

Supporting other government agencies and industry to incentivise low-emission freight vehicles

To achieve net zero emissions for road and rail freight transport by 2050, there is a need for extensive collaboration and coordination among multiple stakeholders, including industry, government agencies, and local communities.⁴⁹

Green hydrogen is also being explored as a possible alternative fuel for road and rail freight. NSW as well as other states are investing in a Hume Highway initiative, an Illawarra Hydrogen Hub and the East Coast hydrogen refueling network for freight. A Memorandum of Understanding has been established between the NSW, Queensland and Victorian governments, to support the delivery of an East Coast Refueling Network.⁵⁰

Transitioning to low and zero-emission vehicles (LZEV) requires substantial investment in new technologies and infrastructure, such as charging stations and retrofitting existing facilities, which can be a financial burden for smaller operators.⁵¹

Opportunities

As part of the NSW EV Strategy, \$20 million will be allocated to EV destination charging grants to assist eligible regional tourist locations in co-funding the purchase and installation of EV chargers and fast charging stations, attracting EV drivers and boosting local economies.⁵² Collaborating with councils to identify priority sites for investment within the network would make EV travel more feasible and attractive, addressing seasonal peak travel patterns.

Facilitating the shift to LZEVs can significantly enhance connectivity and efficiency across NSW while reducing environmental impacts and offering operational cost savings, particularly in regional and remote areas. Supporting increased uptake through partnerships with freight companies and targeted introduction of a freight-specific component of the strategic regional EV charging network can further reduce emissions from the transport sector.

Increasing the use of rail for bulk transport can reduce road congestion and emissions, while integrating automation and connectivity with

LZEVs can improve last-mile delivery, enhancing the sustainability and liveability of South East and Tablelands.

5.7.2 Adapting existing transport infrastructure to accommodate sustainable energy sources, industrial hubs, small-scale energy and renewable energy zones

The economy of regional NSW is diversifying as new industries emerge and existing industries transition. There will continue to be a demand for skilled workers to live and work in regional NSW. Renewable energy zones (REZ), extraction of precious metals, and changes in the services people require means the transport network needs to adapt and diversify just like the economy of South East and Tablelands. This region is home to various energy projects such as Snowy Hydro and privately owned wind farms in Yass and Goulburn, but there are currently no REZs in this region identified by the NSW Government. Regardless, the construction, ongoing operation and future replacement of infrastructure for these projects and other smaller-scale energy projects will need to utilise the transport network through this region.

Transport will continue to work with councils, state, and federal agencies such as the Energy Corporation of NSW (EnergyCo) and the Department of Climate Change, Energy, the Environment and Water (DCCEEW) to understand how the transport network, both local and state, can mitigate the traffic impacts and plan for the ongoing maintenance of the network to best support the energy transition in this region.

Opportunities

To support new industries in the South East and Tablelands region, Transport will identify and plan transport and logistic upgrades required to support the ongoing freight task of new and emerging industries, including the South West Renewable Energy Zone (SWREZ) working with state and federal agencies like EnergyCo to understand oversize overmass (OSOM) movement needs, and identify cross-border opportunities to support the ongoing operations of emerging industries.

⁴⁹ Transport for NSW, 2023, Towards Net Zero Emissions – Freight Policy

⁵⁰ Energy NSW, Hydrogen Refuelling Network, [accessed 1 August 2024]

⁵¹ Transport for NSW, 2023, Towards Net Zero Emissions – Freight Policy

⁵² Energy NSW, 2022, NSW Electric Vehicle Strategy

5.8 Seamless borders

A transport network that supports seamless movements across the South East and Tablelands region.

What we heard

- Canberra Airport and Port Kembla are key logistics hubs for freight and visitors in the region but are located outside the South East and Tablelands.
- Canberra Hospital is the key hospital for major emergencies or specialist care, otherwise services are provided at Wagga Wagga, Orange, Wollongong or Sydney.
- Regulation is a barrier for taxi services and community transport crossing the NSW/VIC and NSW/ACT border.
- A desire for ticketing and public transport services to be integrated with ACT, particularly for Queanbeyan and Yass.
- The cruise terminal at Eden and airports at Cooma, Moruya, and Merimbula are key access hubs for visitors and local industries within the region.

5.8.1 Cross-jurisdiction integration

Meeting the Australian Government commitments for housing and net zero emissions

Each state has different challenges and approaches to responding to housing and net zero national commitments. However, bordering states can also leverage the opportunities that come from proximity to each other and careful consideration is needed to ensure that the balance of land use, economic, social, and net zero outcomes is shared evenly and does not create disadvantage for those who live and work adjacent to the border. Government agencies need to work together to ensure alignment of each jurisdictional strategy to deliver outcomes that promote and achieve national objectives and recognise the role transport plays in enabling the achievement of these nationally significant outcomes.

Integrated transport options for daily movement to employment, education, health and shopping for border communities.

About 30,000 people or 10 per cent of the South East and Tablelands population, work in the ACT. This is even more significant in border communities, with about 37 per cent of people living in Queanbeyan, 42 per cent in Googong, 33 per cent in Bungendore, 16 per cent in Yass, and 41 per cent in Murrumbateman employed in the ACT. These residents have a heavy reliance on private vehicles and drive longer distances along the Federal, Barton, Kings, or Monaro Highways as public and active transport options are limited for cross border movements, creating localised traffic congestion at the border.⁵³ Timetables and journeys are not synchronised, complicating daily commutes and leading to inefficiencies and extended travel times.⁵⁴ This challenge is compounded by the different bus operators in each jurisdiction, which often results in disjointed services and fare payment systems, higher travel costs and, for school journeys, a misalignment of starting and finishing times of a school with a cross-border bus service. There is an opportunity to coordinate transport schedules, cashless fare payment systems and enhance connectivity, making public transport a more viable and

⁵³ Australian Bureau of Statistics (August 2021), Journey to Work, [accessed 1 August 2024]

⁵⁴ Queanbeyan-Palerang Regional Council, 2020, Integrated Transport Strategy



Lake George, NSW, Australia © droneconcept2023/Shutterstock.com

attractive option for commuters and students. The region's proximity to Canberra Airport presents an opportunity to enhance transport connections to key domestic and international gateways, facilitating smoother travel and boosting regional accessibility.⁵⁵

Harmonising regulations and standards

Harmonising regulations, operational standards and technological systems between NSW, the ACT, and Victoria is a complex task but essential for creating an integrated freight and passenger transport network. Integration would improve the efficiency of passenger transport and facilitate seamless movement of goods and heavy vehicles, ensuring the region remains competitive on a national and international scale. Investments in advanced logistics infrastructure and technology will support this goal, providing a well-connected and sustainable transport system that benefits residents and businesses alike.

Improved infrastructure for freight transport will also ensure that goods and heavy vehicles can move efficiently across borders, supporting economic growth and regional development and potentially lowering the cost of living for people in the region.⁵⁶

Opportunities

It is crucial to develop a comprehensive and seamless transport network with operational priorities from the NSW-ACT Cross Border Working Group. This includes coordinating schedules and enhancing connectivity to make public transport a more viable option for commuters and students. Increasing the frequency of buses and trains during peak hours will provide more convenient travel choices for cross-border travellers. Improving rail services and reducing travel times between Canberra and Sydney will further enhance integrated transport options for cross-border communities. Additionally, the implementation of smart technology and integrated ticketing systems with cashless tap-and-go functionality, particularly for longer trips to Canberra, will improve convenience. Finally, identifying cross-border opportunities and preserving corridors for future transport connections can support the ongoing operations of new and emerging industries in the region.

⁵⁵ Snowy Monaro Regional Council, 2020, Snowy Monaro Local Strategic Planning Statement

⁵⁶ Yass Valley Council, Yass Valley Local Strategic Planning Statement 2020

06

Realising the vision



Aerial view over Queanbeyan © Visit Queanbeyan-Palerang [QPRC]

Draft initiatives for the South East and Tablelands region have been identified to address the challenges of the region and to leverage current and future opportunities.

The draft initiatives are organised by short-term (0–5 year), medium-term (5–10 year) and life of Plan (ongoing) timeframes. They respond to the challenges identified in [Section 5](#) and will support

achieving the vision and long term outcomes for the South East and Tablelands region. These draft initiatives were developed in alignment with NSW and cross border transport priorities as this region shares key interdependencies with both the ACT and Victoria. It has also been developed in consideration of the other surrounding regional transport priorities and the role they play in the region. Transport will be seeking feedback from the community and stakeholders to understand what is important to them to realise the transport vision of the region. Using this feedback, Transport will finalise the Plan and short, medium-term and life of Plan initiatives.

 Starting with Country	 Access to transport for all	 Well-located housing and successful places	 A thriving and diversifying economy
 A safe transport network	 Seamless borders	 Resilient networks	 Net zero emissions

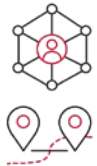
6.1 Short term and in-flight draft initiatives (0–5 year timeframe)

#	LGA	Objective alignment	Draft Initiative	Lead	Source
1	All		Develop Local Aboriginal Transport and Services Plans co-designed in partnership with Aboriginal Community-Controlled Organisations.	Transport for NSW Aboriginal Community-Controlled Organisations	Closing the Gap Transport's Aboriginal Outcomes Framework
2	Bega Valley Eurobodalla		Finalise Aboriginal Cultural Landscape Management programs in Bega and Batemans Bay.	Aboriginal community and stakeholders Transport for NSW	Transport Network Resilience Program
3	Queanbeyan-Palerang		Investigate and preserve potential future corridors for rapid transit connections from Queanbeyan into the ACT network.	Transport for NSW	Internal Transport investigation
4	Wingecarribee		Complete the Illawarra Rail Resilience Plan, identifying investment priorities for freight and passenger rail networks, including Fast Rail and Maldon-Dombarton railway.	Transport for NSW	Internal Transport investigation Stakeholder engagement
5	Queanbeyan-Palerang		Develop and deliver the Queanbeyan Station Upgrade.	Transport for NSW	Transport Access Program
6	All		Develop and deliver improved driver rest opportunities across the region. This includes improvements on: • Hume Highway • Barton Highway • Kings Highway • Princes Highway • Snowy Mountains Highway • Monaro Highway • Lachlan Valley Way • Burley Griffin Way • Illawarra Highway • Kosciuszko Road.	Transport for NSW	Transport Heavy Vehicle Rest Stop Improvement Program Transport Heavy Vehicle Rest Stop Implementation Plan

#	LGA	Objective alignment	Draft Initiative	Lead	Source
7	All	  	Improve public transport access and connectivity within and between strategic centres such as: • TAFE and University campuses (i.e. Wollongong, Nowra, Goulburn, Bega and Moss Vale) • key employment and industrial areas (i.e. North Bega, Moruya, Moss Vale) • major health and hospital precincts (i.e. South East Regional Hospital, Canberra, Goulburn Base, Young and Eurobodalla Regional Hospital).	Transport for NSW	Internal Transport Investigation Stakeholder engagement
8	All	 	Improve public transport connectivity and frequency from regional centres to Greater Sydney, Wollongong, and Canberra.	Transport for NSW	Internal Transport Investigation Stakeholder engagement
9	All	 	Work with Councils and State agencies to identify challenges and opportunities to improve active transport in town centres, including connections to key destinations.	Transport for NSW NSW Government agencies Councils	Transport Active Transport Strategy Stakeholder engagement
10	Bega Valley Eurobodalla Hilltops Snowy Monaro	 	Improve public transport in local towns by providing enhanced bus and on-demand services in: • Batemans Bay • Cooma • Young • Bega • Merimbula • Eden.	Transport for NSW	Internal Transport investigation Bus Industry Taskforce Final Report Stakeholder engagement

#	LGA	Objective alignment	Draft Initiative	Lead	Source
11	Bega Valley Eurobodalla Goulburn Mulwaree Wingecarribee		Improve public transport services in centres and cities by providing, enhancing, or modifying the bus network to increase services, frequency, and enhance or complement existing on-demand services in: • Batemans Bay and Moruya • Bega, Merimbula and Eden • Goulburn • Mittagong • Bowral • Moss Vale • Friday and Saturday night services in Southern Highlands.	Transport for NSW	Internal Transport investigation Bus Industry Taskforce Final Report Stakeholder engagement
12	Bega Valley Eurobodalla Goulburn Mulwaree Queanbeyan-Palerang Upper Lachlan Wingecarribee Yass Valley		Improve public transport connectivity between small centres and strategic centres, by providing enhanced bus services linking: • Bega to Batemans Bay via intermediate towns • Crookwell to Goulburn • Yass to Canberra • Braidwood to Queanbeyan • Captains Flat to Queanbeyan • Moss Vale to Goulburn • Southern Highlands villages to Moss Vale • Moss Vale – Bowral – Mittagong trunk route • Moss Vale to Nowra via Kangaroo Valley.	Transport for NSW	Internal Transport investigation Bus Industry Taskforce Final Report Stakeholder engagement

#	LGA	Objective alignment	Draft Initiative	Lead	Source
13	Bega Valley Eurobodalla Goulburn Mulwaree Hilltops Snowy Monaro Yass Valley		Improve public transport connectivity between regional centres to their nearest gateway city, by providing enhanced bus services linking: • Support the reinstatement of a second daily South Coast coach service • Goulburn-Canberra coach boost to seven days a week • Young to Yass Junction two days a week, train connection • Daily coach connection Jindabyne-Cooma-Canberra.	Transport for NSW	Internal Transport investigation Bus Industry Taskforce Final Report Stakeholder engagement
14	Eurobodalla		Deliver on the Princes Highway Upgrade Program – Safety upgrades between Nowra and Moruya.	Transport for NSW	Transport Princes Highway Roadmap 2040
15	All		Develop a program of work to improve road safety in the alpine region such as key intersection upgrades, shoulder widening and roadside barriers.	Transport for NSW	Transport Road Safety Program Stakeholder engagement
16	All		Deliver road safety improvements by installing treatments such as roundabouts, turning bays, and pedestrian crossing improvements. Prioritised sites include Braidwood, Mittagong, and Crookwell.	Transport for NSW Councils	Transport Road Safety Program
17	All		Evaluate current grant programs, including the Driver Access program and Council specific grants to understand their effectiveness, optimise their use, and identify future pilots.	Transport for NSW	Internal Transport investigation Stakeholder engagement
18	All		Develop a strategy to deliver Town Entry Gateway Treatments across the region at key towns and villages. Such as Batemans Bay and Moruya.	Transport for NSW Councils	Internal Transport investigation
19	Queanbeyan-Palerang		Identify and preserve a corridor for the future connection between Googong, South Jerrabomberra and the ACT.	Council	Council led plans

#	LGA	Objective alignment	Draft Initiative	Lead	Source
20	All		Support the implementation of smart technology and integrated payment options that improve public transport experience and provisions, such as Goulburn and Bega.	Transport for NSW	Internal Transport investigation Stakeholder engagement
21	Wingecarribee		Support the development of the Moss Vale Bypass project, including access improvements to the Southern Highlands Innovation Park (SHIP).	Transport for NSW Council	Internal Transport investigation
22	Eurobodalla		Develop a Business Case for the Narooma Bridge and Town Centre Transport Improvements Study.	Transport for NSW	Internal Transport investigation
23	Bega Valley Eurobodalla Queanbeyan-Palerang Snowy Monaro		Address constraints that limit the expansion of the freight network for PBS vehicles on the Princes Highway (i.e. Brogo, Tuross Heads, Narooma), and Kings Highway, and Snowy Mountains Highways.	Transport for NSW	Transport Heavy Vehicle Access Policy
24	Goulburn Mulwaree Hilltops Upper Lachlan Wingecarribee Yass Valley		Develop a Hume Highway Corridor Strategy to inform future priority improvements.	Transport for NSW	Road Safety Program
25	Snowy Monaro		Formalise the year-round Snowy Mountains transport to get visitors and workers between Jindabyne and surrounds to the alpine resorts.	Transport for NSW	Snowy Mountains Special Activation Precinct
26	Snowy Monaro		Improve travel options and reduce traffic congestion in areas of high seasonal demand. Including Snowy Mountains, Southern Highlands and South Coast.	Transport for NSW Council	Snowy Mountains Special Activation Precinct
27	All		Identify and deliver transport upgrades that support the delivery of the South West Renewable Energy Zone (SWREZ).	Transport for NSW	Transport Heavy Vehicle Access Policy
28	Yass Valley		Develop and deliver future priority sections of the Barton Highway Upgrade Program.	Transport for NSW	Transport Heavy Vehicle Access Policy

#	LGA	Objective alignment	Draft Initiative	Lead	Source
29	Bega Valley Eurobodalla Wingecarribee		Investigate improvements for key escarpment crossings including Macquarie Pass, Clyde Mountain, and Brown Mountain.	Transport for NSW	Internal Transport investigation
30	All		Evaluate Aboriginal Cultural Landscape Management, and Bushfire Resilience Program to inform future work.	Transport for NSW	Transport Network Resilience Program
31	All		Commence Zero Emissions Buses (ZEB) trial in Queanbeyan to service 16 schools across the NSW and ACT.	Transport for NSW	Electric Vehicle Strategy

6.2 Medium-term draft initiatives (5–10 year timeframe)

#	LGA	Objective alignment	Draft Initiative	Lead	Source
32	All		Identify fee for service operations and business development opportunities through existing programs such as the Aboriginal Cultural Landscape Management program which identifies opportunities for cultural burning and land management practices.	Transport for NSW	Internal Transport investigations Stakeholder engagement
33	Queanbeyan-Palerang		Improve public transport services in regional centres and cities by providing, enhancing, or modifying the bus network to increase services and frequency in Queanbeyan.	Transport for NSW	Internal Transport investigations
34	Bega Valley Eurobodalla Snowy Monaro		Improve public transport in local towns and centres by providing new or enhanced on-demand services, replacing or optimising bus services in: - Narooma (Dalmeny to Narooma) - South Coast to Canberra.	Transport for NSW	Internal Transport investigations

#	LGA	Objective alignment	Draft Initiative	Lead	Source
35	Queanbeyan-Palerang Wingecarribee	 	Work with councils to implement the Road User Space Allocation policy on the local road network by considering the movement and place requirements and vision of the network, building on prior projects in Moss Vale and Braidwood.	Transport for NSW Councils	Road User Space Allocation Policy
36	Hilltops	 	Improve connectivity from regional cities and strategic centres to their nearest gateway city. Provide or enhance the following coach connections: • Young to Canberra three days a week.	Transport for NSW Council	Internal Transport investigation Bus Industry Taskforce Final Report
37	Goulburn Mulwaree Hilltops Upper Lachlan Wingecarribee Yass Valley	 	Identify opportunities to optimise freight and passenger transport demand on the Main South Rail Line.	Transport for NSW	Internal Transport investigations Stakeholder engagement
38	Bega Valley Eurobodalla		Deliver on the priority safety areas of the Maritime Safety Plan, working towards zero fatalities and serious injuries on NSW waterways.	Transport for NSW	Maritime Safety Plan 2056
39	All	 	Work with councils to investigate and deliver safety improvements such as mass action treatments, town entry, speed zone reviews, and improving in high pedestrian and cycling activity.	Councils	Road Safety Program
40	Goulburn Mulwaree Queanbeyan-Palerang Wingecarribee	 	Develop a program of service and infrastructure improvements to reduce travel times on the Sydney to the Canberra rail corridor.	Transport for NSW ACT Government	Internal Transport investigation Stakeholder engagement

#	LGA	Objective alignment	Draft Initiative	Lead	Source
41	Bega Valley Eurobodalla Goulburn Mulwaree Queanbeyan- Palerang		Improve public transport connectivity between smaller centres with their nearest strategic centre or regional city. Provide or enhance services linking: • Queanbeyan to Tuggeranong • Braidwood to Goulburn • Bermagui to Bega • Bermagui and Wallaga Lake to Narooma.	Transport for NSW	Internal Transport investigation Bus Industry Taskforce Final Report
42	All		Develop a plan for an EV Fast Charging Network, identifying priority sites across the region.	Transport for NSW	Electric Vehicle Strategy
43	All		Partner with freight companies to support increased uptake of low-emissions freight vehicles.	Transport for NSW	Electric Vehicle Strategy
44	Bega Valley Eurobodalla		Prepare business cases for east west corridors, such as Macquarie Pass, Clyde Mountain, and Brown Mountain.	Transport for NSW	Internal Transport investigation
45	All		Improve unscheduled event recovery times by improving our emergency response, undertaking preventative work and improving traffic detour opportunities. Key locations include: • Hume Highway • Princes Highway • Snowy Mountains Highway • Monaro Highway • Lachlan Valley Way • Burley Griffin Way • Illawarra Highway • Kosciuszko Road.	Transport for NSW	Network Resilience Program
46	All		Identify critical transport routes which are subject to natural disasters and to develop and deliver infrastructure and service improvements to create a more resilient transport network. Key locations include: • Princes Highway • Alpine Way • Kosciuszko Road.	Transport for NSW	Network Resilience Program

6.3 Longer-term draft initiatives (Life of Plan)

#	LGA	Objective alignment	Draft Initiative	Triggers that would change priority
47	All		Develop and implement behaviour change programs that highlight the benefit of walking, cycling and public transport choices.	
48	Bega Valley Eurobodalla		Deliver targeted Safety and Efficiency Upgrade Projects on the state road network, including priorities as part of the Princes Highway Upgrade Program.	Changes to crash patterns. New crash clusters.
49	Goulburn Mulwaree Snowy Monaro Upper Lachlan Queanbeyan- Palerang		Continue to support councils to develop and deliver tourism opportunities such as the Goulburn to Crookwell rail trail, and feasibility studies such as Monaro Rail Trail.	A significant change to tourism demand.
50	All		Enable housing supply by ensuring supporting transport upgrades are delivered in line with planned growth, in areas such as: • Collector • Bega • Wolumla • Southern Highlands • Queanbeyan • Jindabyne • Bungendore • Murrumbateman.	A significant change to housing priority.
51	All		Enable higher productivity vehicles access on key freight corridors across the region, ensuring connectivity to key centres, strategic sites and intermodal terminals in Goulburn, Wingecarribee and the ACT. This includes: • PBS 3 access on the Hume Highway, Burley Griffin Way and Olympic Way • PBS 2 access on the Princes Highway, Nerriga Road, Monaro Highway, Federal Highway and Lachlan Valley Way.	Significant changes to freight movements and region-specific commodities

07

Next steps and implementation



7.1 Community engagement and Plan finalisation



Transport wants to hear from communities, stakeholders, businesses and transport operators who live, work or travel through the South East and Tablelands region. What we hear during engagement will influence the final Plan content. The final list of initiatives will be refined and further developed to ensure that what is shown in the Plan can be delivered in the timeframes we are working towards. If necessary, additional funding will be sought as part of the Plan finalisation.

7.2 Plan governance



Establishing a transport vision for South East and Tablelands and identifying priority actions to deliver the vision are the first steps in the planning process.

Transport is responsible for the implementation and ongoing management of the Final Plan, with collaborative partnerships established for those initiatives that require support and input from key stakeholders like local government, relevant government agencies, industry and community representatives.

7.3 Progress reporting



The Final Plan will be a ‘living’ document to be continually updated as the area changes, technology evolves, legislation adjusts and new opportunities emerge. Transport will provide status updates on the priority actions every 12 months and undertake a review of the Final Plan every five years to ensure the long-term outcomes are realised.

The refresh will consider progress on the priority actions, as well as identify potential new actions and consider triggers that may be necessary to respond to future user needs, emerging technologies, changing land uses, or new service and/or infrastructure commitments proposed over the next five years. The refresh will also provide an opportunity to review progress towards the long-term outcomes.

7.4 Funding and delivery



The Draft Plan comprises a total of 51 draft initiatives. Whilst some actions are already in planning, new priorities will require further investigation to determine their feasibility.

Transport will work collaboratively with key stakeholders to identify opportunities to fund the priority actions outlined in the Draft Plan, including possible Australian Government and private sector financing. This includes ensuring private development and industry operations align with the long-term outcomes for the South East and Tablelands region.

08 Appendix

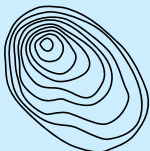


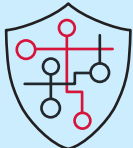
Objectives and outcomes

The following tables include detail on the objectives for the Draft South East and Tablelands Strategic Regional Integrated Transport Plan that address the characteristics of the region and define how our vision will be realized.

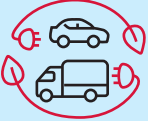
The outcomes define what will be achieved if the objectives are met and the indicators define the metric for assessing success and prioritising initiatives and actions.

Table 4. Objectives and indicators

Objective	Outcomes	Indicators
Starting with Country  All investment in the transport network, services, policy and technology take a Country-centred approach	The Transport outcomes for achieving this objective will support Aboriginal economic independence by: - increasing opportunities for Aboriginal Community-Controlled Organisations to have ownership, access, management and / or use of land and waterways - increasing the number of Aboriginal businesses on approved prequalified panels and schemes. Transport will work to ensure that Aboriginal people are connected safely to the economy and socially, through transport solutions by: - addressing Aboriginal road trauma incidents occurring on NSW roads and achieving safer transport outcomes for Aboriginal communities - delivering regional Aboriginal transport data, to spotlight where transport needs to be improved for our Aboriginal communities - achieving greater Aboriginal driver license independence and support.	➔ Engagement of Aboriginal community organisations ➔ Aboriginal businesses on approval prequalification panels and schemes ➔ Aboriginal people with drivers' licences ➔ Aboriginal outcomes embedded into project initiatives as part of project scope and assessment ➔ Aboriginal road trauma incidents across all modes ➔ Aboriginal safety incidents across all modes ➔ Data sharing with Aboriginal communities ➔ Inclusiveness training participation for Transport staff and industry partners

Objective	Outcomes	Indicators
Access to transport for all  A transport network that provides a range of travel choices to all people living and working in, or visiting the South East and Tablelands region	Transport will work to achieve the outcomes of this objective by ensuring transport disadvantage is reduced across the entire South East and Tablelands region and all people are able to seamlessly access their regular destinations with a variety of transport choices for all trips purposes. This means: - improved public and active transport choice to access essential services where they are currently absent for regional and rural communities including Discrete Aboriginal Communities - improved first and last mile connectivity in local towns and centres such as Batemans Bay, Cooma, Young, Bega, Merimbula and Eden by providing new or enhanced transport options - improved active transport links to support car free travel within towns and strategic centres.	- Length of separated cycleways creating a strategic connection - Service provided where there was no public transport service - Public transport service frequency to essential services - Number of people with driver's licenses from areas with low Socio-Economic Indexes (SEIFA)
Safe transport network  Reduce fatalities and serious injuries (FSI) on the transport and water network	The outcomes for achieving this objective in the short-term include: - consistent safety treatments are rolled out across the road network such as the Princes Highway, Barton Highway, Kings Highway and Monaro Highway - safer speeds are implemented on local and low-volume rural roads (80 km/h) - customer personal safety is improved on the public transport network - life jacket usage across our waterways has increased. Intermediate safety outcomes include: - reduce fatalities on the network by 50% by 2030 - reduce serious injuries on the network by 30% by 2030. Long-term outcomes include: - achieving zero trauma on the road network by 2050 - achieving zero trauma on our waterways by 2056.	- Halving fatalities on the road network by 2030 - Reducing serious injuries by 30 per cent on the road network by 2030 - Zero trauma on the road network by 2050 - Zero trauma on navigable waterways by 2056 - FSI and casualty crash rates on South East and Tablelands roads from speeding and fatigue - Maritime safety incidents - Public transport safety incidents - Public transport stops or stations with lighting, wayfinding, and surveillance

Objective	Outcomes	Indicators
Housing and successful places  Support the delivery of housing and successful places through sustainable transport options to address growth in the South East and Tablelands region	Transport will work to achieve the outcomes of this objectives by ensuring transport infrastructure and services support the delivery of well-located housing by ensuring that: • housing and employment lands will be serviced by sustainable transport options including public transport and active transport infrastructure and reduce private vehicle dependence • connectivity to strategic centres such as Tuggeranong, Goulburn, Bega and Narooma from smaller towns is improved. This will ensure: • centres are vibrant and accessible with strong social connectivity • an improvement to the liveability of towns and villages with improved social connectivity of communities, improved amenity, balanced with the movement needs for all road users.	➤ Number of public transport services to housing in greenfield areas ➤ Number of people with improved walking and cycling connections to urban centres ➤ Proportionally greater number of people living within a 15-minute walk/cycle to a local centre — Traffic volumes in urban areas and regional centres [stabilise] ➤ Number of residents within 400m of a bus stop or 800m of a train station

Objective	Outcomes	Indicators
Net zero emissions  Contribute to the Net zero emissions 2050 target	The outcomes for achieving this objective in the South East and Tablelands will align with key targets including: • 100% renewable energy for all operational electricity for the rail, light rail and metro train network by 2025 • 50% of Transport's light passenger vehicle fleet procurement transitioning to all-electric by 2026 • 100% of Transport's light passenger vehicle fleet procurement transitioning to all-electric by 2030 • 65% reduction in Transport's operational emissions by 2030 (compared to 2018-19) • net zero in Transport's operational and fleet emissions by 2035 • fossil fuel-free Transport construction and maintenance by 2040 • net zero in Transport's annual embodied emissions by 2045 • net zero in transport sector emissions by 2050 • net negative transport sector emissions by 2060.⁵⁷ This will mean that: • walking and cycling becomes a more attractive option within towns and centres • EV uptake in parts of the region with low EV registrations such as the upper Lachlan shire is improved and supported by more charging stations • most bus passengers will travel on a zero emission buses • the amount of freight moved by rail in the region has increased.	➤ Projects demonstrating carbon was a factor in options assessment ➤ Number of Zero Emission Buses (ZEB) serving the South East and Tablelands ➤ Percentage of trips by public transport, cycling and walking ➤ Percentage of Government fleet as EVs ➤ EV registrations ➤ Emissions reduction per tonne kilometre per mode ➤ Emissions reduction per tonne kilometre per mode (including overall total, bulk and non-bulk freight) ➤ Transport network available to Renewable Energy Zones, including OSOM

Objective	Outcomes	Indicators
A thriving and diversifying economy  Provide an efficient transport network to support a diversifying and growing economy including tourism, agribusiness, and the movement of freight.	The outcomes for achieving this objective will focus on supporting the increasing and changing freight demand across the South East and Tablelands region. Key outcomes include: • efficient transport connections to Canberra, Sydney, and Melbourne will help facilitate a growth in tourism, agribusiness, and freight movement within the region • tourism and employment industries are aware of transport options and utilise these to promote their services for both employees and visitors • improved access to key airports and supporting seasonal tourism, will ensure economic vitality and resilience against challenges such as climate change and evolving visitor preferences • high productivity vehicles will have greater access on key freight corridors across the South East and Tablelands including the Hume Highway, King Highway, Princes Highway and Burley Griffin Way • heavy vehicle operators are satisfied with the network, and rest stops available.	➤ Walking, cycling, driving and public transport choices are available to tourism destinations ➤ Walking, cycling and public transport choices are available from Ports and Airports to tourism destinations ➤ Customers have choices for how they travel to major events and tourist destinations ➤ Real-time journey information is available and accessible ➤ Integrated ticketing solution ➤ No. of unplanned closures on the transport network ➤ No. of days of unplanned closures on key routes ➤ Amount of freight moved by rail ➤ HV rest areas sufficient to meet requirements ➤ Bridges that support movement of HV ➤ Movement conflict of regional and local road intersection with the state highways ➤ High Movement and High Place conflicts

Objective	Outcomes	Indicators
Resilient networks  Reduce the impact of transport network shocks and stresses to service interruptions and proactively plan for future impacts	The outcomes for achieving this objective in the South East and Tablelands will improve the resilience of the transport network through: - identifying time and cost exposure to shocks and stresses on critical areas of the network - identifying vulnerability of the network and undertaking risk assessment and cost-benefit analysis to identify priorities for investment and resource allocation - improved incident management planning and collaboration between various stakeholders such as councils, first responders and other government agencies will reduce disruption on our networks - business cases for east-west corridor improvements such as Clyde Mountain and Brown Mountain will improve access and resilience.	- Network access to flood risk areas - Network access to bushfire risk areas - Real-time journey information is available and accessible - Alternate detour routes at pinch points to support movement in shock events - Alternate routes to support movement in shock events - Number of instances access was lost due to natural events - Incident clearance time
South East and Tablelands specific objective		
Seamless borders  Remove barriers to access of health, education and services on our borders	The outcomes for achieving this objective in the South East and Tablelands will improve the movement of people and goods across borders through improved integration of strategy, policy, infrastructure and services between NSW, ACT, and Victoria along key cross border corridors such as the Sydney to Canberra rail corridor.	- Integrated ticketing solution - Land use release in ACT and NSW connected to active and public transport network - Land use release in ACT and NSW connected to road network

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