

Transport  
for NSW

# South East and Tablelands

## Strategic Regional Integrated Transport Plan

Consultation summary report



December 2025

[transport.nsw.gov.au](https://transport.nsw.gov.au)



# Acknowledgment of Country

Transport for NSW acknowledges the Traditional Custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation’s First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples’ cultural and spiritual connections to the lands, waters and seas and their rich contribution to society.



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Cover image: Aerial view over Bungendore looking towards Lake George © Queanbeyan-Palerang Regional Council

# 1. Executive summary

The South East and Tablelands Strategic Regional Integrated Transport Plan (the Plan) provides a 20-year vision of the key transport priorities for the region and will support community and transport needs, now and into the future.

The vision for the region is one where communities have more travel choices, using high quality infrastructure and services that are seamless and safe.

During the Plan's development in 2024, Transport for NSW (Transport) engaged with key stakeholders, such as local councils, government agencies, unions and advocacy groups, to validate insights heard from previous transport planning consultation as well as to obtain new feedback. This early engagement was used to inform the development of the draft Plan.

From 16 December 2024 to 28 February 2025, the draft Plan was publicly displayed and the community was invited to provide feedback on the Plan's objectives and initiatives. Feedback was received via an online survey, submission or by dropping pins on an interactive map on the dedicated webpage.

Over the consultation period, Transport received over 1000 pieces of feedback from residents, businesses, and transport users. We also received 52 submissions from individuals and key stakeholders, including local councils, peak bodies, community organisations and groups with transport interests.

Feedback indicated strong support for all nine objectives of the Plan, with the majority of survey respondents agreeing that the objectives were important or very important to them, highlighting the community's broad support of the vision for the region.

Key findings from consultation include:

- enhancing public transport services is of high importance, with feedback highlighting the need for increased frequency, reliability and accessibility
- safety is a key concern, particularly the need to reduce the region's road toll, improve road conditions and ensure appropriate speed limits are in place
- increasing active transport options and supporting infrastructure is a priority for many, and would promote the tourism economy and reduce emissions
- other issues such as freight, land use and resilience are of varying interest and need to be carefully considered in future transport planning. To support these issues, we heard new infrastructure as well as better maintenance of existing infrastructure is needed across the entire region
- overall all communities desire equitable access and more transport choice that is safe, sustainable and future-proof.

To deliver the Plan, over 50 initiatives were initially developed, which included infrastructure projects, programs, service improvements and policy changes - in the short, medium or long-term. During consultation, community had the opportunity to have their say on these we have changed or added new initiatives to reflect feedback.

Following substantial engagement, the final Plan for the South East and Tablelands region is complete.

View the final plan at [www.transport.nsw.gov.au/south-east-and-tablelands-sritp](http://www.transport.nsw.gov.au/south-east-and-tablelands-sritp)



Aerial view over the township of Laggan in the Southern Tablelands © Destination NSW

## 2. Introduction

The NSW Government is developing nine Strategic Regional Integrated Transport Plans (SRITP) for the Department of Planning, Housing and Infrastructure (DPHI) regions across regional NSW.

These plans will offer an integrated planning approach to transport infrastructure and services in the regions, reflecting the changing needs and transport demands of regional communities and provide coordinated solutions.

The South East and Tablelands Strategic Regional Integrated Transport Plan (the Plan) is focused on delivering integrated, long-term solutions that will drive economic growth, improve connectivity and ensure transport infrastructure and services supports everyone who lives, works or visits the region

### 2.1 About the South East and Tablelands

The South East and Tablelands region comprises a rich tapestry of diverse landscapes, from the stunning coastline to the spectacular high country of the Australian Alps and the rolling green hinterlands in between. The region's prosperity relies on an efficient transport network, and it has a key role in providing seamless connections from NSW to the Australian Capital Territory and Victoria, as well as other major cities, ports and towns.

The region encompasses the traditional lands of the Bidjil, Dharug, Gundungurra, Ngarigo, Ngunawal, Ngambri, Onerwal, Tharawal, Wiradjuri and Yuin nations. Many of the transport routes used today follow the traditional Songlines, trade routes, and ceremonial paths on Country that Australia's First Nations peoples have followed for tens of thousands of years.

The future of transport for the South East and Tablelands is one of considerable change. Population growth will also increase demand for diverse transport and place-based improvements for access to essential goods and services.



Figure 1. Cruise ship arriving at Port of Eden © Destination NSW

Local Government Areas



9

Yass Valley, Wingecarribee, Snowy Monaro, Queanbeyan-Palerang, Eurobodalla

Goulburn-Mulwaree, Upper Lachlan Shire, Bega Valley, Hilltops



291,000

Approximate population of the South East and Tablelands. Projected population growth of 54,000 by 2041.



Home to diverse urban, rural and natural landscapes

The region spans approximately

5.67 million hectares.



**Canberra** is intrinsically linked to the region through transport, education, healthcare and employment.

Over the next 20 years, the freight task for the South East and Tablelands is projected to increase by 37 per cent.

20.8



megatons expected by 2041.

### 3. Purpose of this report

This report provides an overview of the consultation activities and feedback received during community consultation for the draft Strategic Regional Integrated Transport Plan (draft Plan) for the South East and Tablelands region.

The draft Plan was placed on public exhibition for 10 weeks from 16 December 2024 to 28 February 2025. Key stakeholders were provided an additional four weeks to provide submissions by 28 March 2025.

This report provides an overview of:

- consultation and engagement activities
- feedback methods and who we heard from
- summary of feedback by key themes and other feedback
- how feedback has been considered.

### 4. Previous community consultation

Future transport planning in the South East and Tablelands region has been the focus of significant community consultation over the last three years. Input from the broader community and key stakeholders throughout consultation on the former draft Regional Transport Plan and the draft SRITP has informed the direction of the final Plan.

A summary of engagement to date is shown in the table below.

Timing	Plan	Purpose
<b>December 2022 to February 2023</b>	Draft Regional Transport Plan	Community consultation to receive feedback on the former draft Regional Transport Plan. An overview of this engagement is outlined in <b>Appendix A</b> .
<b>May to September 2024</b>	Draft SRITP	Key stakeholders were engaged during development of the draft SRITP. The focus of this engagement was to validate feedback provided in late 2022/early 2023. Key stakeholders were invited to provide additional feedback for consideration. An overview of targeted engagement is outlined in <b>Appendix B</b> . Full details are available in the <a href="#">Early Engagement Report</a> .
<b>December 2024 to March 2025</b>	Draft SRITP	The draft SRITP was displayed and feedback was invited from community and key stakeholders by end of February. All key stakeholders provided feedback by end of March 2025. Feedback gathered was used to inform the final version of the plan. This report summarises what we heard during this consultation period.

# 5. How we consulted

## 5.1 Consultation objectives

The objectives of the consultation were to:

- raise community awareness of the draft Plan, it's vision and purpose
- provide an opportunity for feedback on the draft Plan and tell us if we have missed anything
- understand community priorities and obtain feedback on the initiatives identified
- gain insight into the importance of the draft Plan's objectives
- understand what transport improvements are important
- identify which key themes are of interest to the community
- obtain feedback on the key themes and build on what we have heard previously
- manage community expectations about transport opportunities and challenges in the South East and Tablelands region.

### Target audience

Broader community:

- residents, workers and local businesses across the region
- Transport customers, including pedestrians, cyclists and motorists
- visitors and tourists to the region
- communities and residents in the Australian Capital Territory (ACT).

Key stakeholders:

- local councils across the region
- ACT government
- Canberra Region Joint Organisation
- Local Aboriginal Land Councils
- NSW government agencies such as Department Planning, Housing and Infrastructure
- other stakeholder and community groups with an interest in future transport planning.



Figure 2. The team met with the local community in Pambula and listened to feedback on the draft SRITP

## 5.2 Consultation and engagement activities

Between December 2024 and February 2025, the community of the South East and Tablelands region was invited to provide feedback on the draft Plan.

A Have Your Say page was the primary method of gathering feedback. On this page, the community could choose to provide feedback via a survey, by dropping pins on an interactive map or by making a submission. Several face-to-face information sessions were held across the region as well, giving the community the opportunity to meet the team, ask questions and provide feedback in person.

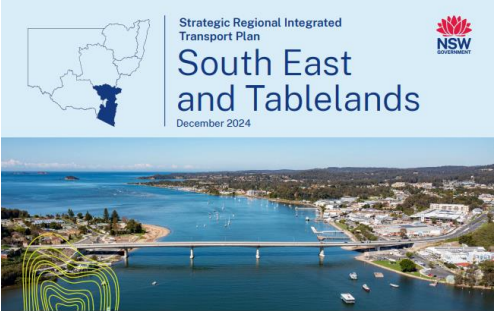
A summary of the consultation and engagement activities are listed below.

Method	Details
<b>Local media</b>	A media release was issued on 16 December 2024 to local media outlets across the region by the Hon Jenny Aitchison, Minister for Regional Transport and Roads - <b>Appendix C</b> .
<b>Have Your Say page</b>	A NSW Government Have Your Say page provided the community with the opportunity complete an online survey, drop pins on an interactive map, upload a submission and complete a quick poll. The link to this page was promoted in media releases, via social media and in emails to key stakeholders.
<b>Email</b>	<p>Emails were sent inviting feedback from key stakeholders, as well as community members who provided feedback on the draft Regional Transport Plan. Key stakeholders included local councils, State and Federal Members of Parliament, First Nations groups and NSW government agencies.</p> <p>Community and stakeholders were invited to provide feedback via email and the Have Your Say page.</p>
<b>Stakeholder briefings</b>	17 briefings were held with key stakeholders to provide them with the opportunity to discuss the plan in detail and provide feedback - <b>Appendix D</b> .
<b>Social media</b>	<p>A social media campaign was developed for the duration of the consultation and included three posts on the Transport for NSW Facebook page. Posts were geo-targeted to the South East and Tablelands region.</p> <p>Over the consultation period, we reached over 72,000 people. The posts recorded over 2500 interactions.</p>
<b>In-person community information sessions</b>	Face-to-face community pop-up information sessions were held across the region in February 2025. The team met with over 150 community members at 10 locations, including Batemans Bay, Bega, Bowral, Crookwell, Eden, Merimbula, Narooma, Pambula, Snowy Mountains and Yass.
<b>Council partnerships</b>	Local councils within the South East and Tablelands region shared information about the draft Plan and consultation with their communities through their channels and networks, including social media, website and email-based newsletters.

## 5.2.1 Communication materials

A suite of communication materials was created to support consultation and engage the community. This included factsheets and summaries for each of the nine LGAs, which were designed to highlight elements of the draft Plan relevant to each local area. A sample of communication materials is below.

### Fact sheet



**South East and Tablelands**  
December 2024

The South East and Tablelands Strategic Regional Integrated Transport Plan will provide a 20-year vision of the key transport priorities for the region.

**About the Plan**  
The South East and Tablelands Strategic Regional Integrated Transport Plan (SRITP) will offer an integrated planning approach to transport infrastructure and services in the region, reflecting the changing needs of regional communities and providing coordinated solutions.

We are now inviting the community and stakeholders to have their say on the draft plan and initiatives. Feedback will help us refine the plan by understanding what is most important to you. This will guide decision making about investments in future transport services and infrastructure across the region.

**Have your say**  
If you live, work or play in the South East and Tablelands, we want to hear from you.

Haven't read the draft plan? That's okay, we have designed a quick survey to easily provide feedback. You can pick which themes relate to your concerns or ideas. You can also tell us what you think about the initiatives we've identified.

Want to provide more detailed feedback? You can also send us feedback by email or by uploading a submission via the Have Your Say page:  
Email: [engage.sritps@transport.nsw.gov.au](mailto:engage.sritps@transport.nsw.gov.au)  
Submission upload: [haveyoursay.nsw.gov.au/SRITP](https://haveyoursay.nsw.gov.au/SRITP)

Scan the QR code, complete the survey.  
Feedback is open until Friday 28 February 2025

[transport.nsw.gov.au](https://transport.nsw.gov.au)

**Objectives of the Plan**

- Starting with Country and Closing the Gap**  
All investment in the transport network, services, policy and technology take a Country-centred approach.
- 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 region.
- A safe transport network**  
Reduce fatalities and serious injuries on the transport and water network.
- 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.
- A thriving and diversifying economy**  
Provide an efficient transport network to support a diverse and growing economy including tourism, agribusiness and the movement of freight.
- Resilient networks**  
Reduce the impact of transport network shocks and stresses to service interruptions and proactively plan for future impacts.
- Net Zero Emissions 2050 target**  
Contribute to the Net Zero emissions 2050 target.
- Seamless borders**  
Remove barriers to access of health, education and services across our borders.

**How we will deliver the Plan**  
A list of over 50 actions and initiatives have been identified to respond to the objectives and challenges of the region. These initiatives are a mix of small and large infrastructure projects, programs, service improvements, and policy changes - in the short, medium or long term. The initiatives can be viewed at the back of the draft plan or you can comment on them in the online survey.

**Want to find out more?**  
Visit the Have Your Say webpage to view resources including:

- the draft plan
- the initiatives list
- the interactive StoryMap
- Local Government Area summary factsheets
- early engagement report

You can also see how we have developed the draft plan and what happens next.

**Next steps**

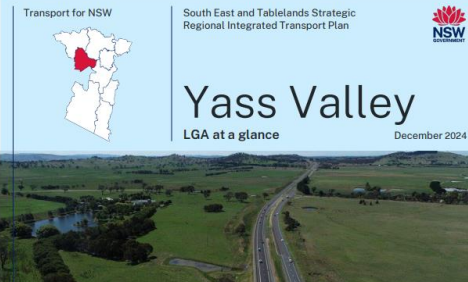
- Review feedback from the draft Regional Transport Plan
- Early engagement with key stakeholders to inform the draft South East and Tablelands SRITP (the draft plan)
- Develop the draft plan and list of initiatives
- Display draft plan for community and stakeholder feedback
- Review feedback and refine the plan
- Publish the final plan
- Implement the plan

**Contact us**  
If you have any questions or would like more information please contact our project team:

- [engage.sritps@transport.nsw.gov.au](mailto:engage.sritps@transport.nsw.gov.au)
- [haveyoursay.nsw.gov.au/SRITP](https://haveyoursay.nsw.gov.au/SRITP)
- PO Box 477 Wollongong, NSW 2520

[transport.nsw.gov.au](https://transport.nsw.gov.au)

### LGA summary examples



**Yass Valley**  
LGA at a glance  
December 2024

**In numbers**  
**Yass Valley**

**+19%**  
The LGA is projected to have approx. 3,200 additional people in 2041.

**\$108M**  
Agriculture is the biggest economic contributors adding \$108M of value.

**Over 65s**  
The number of people aged 65 or over will increase by 77%, representing 1 in 4 of the total population by 2041.

The South East and Tablelands Strategic Regional Integrated Transport Plan aligns with the Department of Planning, Housing and Infrastructure's South East and Tablelands Regional Plan 2041 to efficiently respond to anticipated changes in land use, demographics and travel demand across the region.

**What we heard about Yass Valley from our stakeholders**

The development of the Draft South East and Tablelands Strategic Regional Integrated Plan was informed by what we heard from the community during engagement in 2022/23, engagement on our Have Your Say pin drop function, and from key stakeholders over the past 12 months.

These are a few of the key Yass Valley issues we heard:

- Reinforce the importance of Yass Valley Way as a detour for safety and natural hazard incidents on the Hume Highway.
- Access to health, education, businesses and logistics services in Canberra is crucial, but Yass seeks to be identified as a strategic centre.
- Supporting the complexities of the rural area and residential development demands
- Importance of the transport network being managed by local government for tourism day-trips from Sydney and Canberra wine district which contributes to the local visitor economy.
- Recognition of impacts of freight on secondary routes, including Burley Griffin Way, Lachlan Valley Way and the wider regional road network.



**Snowy Monaro**  
LGA at a glance  
December 2024

**In numbers**  
**Snowy Monaro**

**+13%**  
The LGA is projected to have a approx. 2,800 additional people in 2041.

**\$183M**  
Construction is the biggest economic contributors adding \$183M of value.

**Over 65s**  
The number of people aged 65 or over will increase by 48%, representing 1 in 4 of the total population by 2041.

The South East and Tablelands Strategic Regional Integrated Transport Plan aligns with the Department of Planning, Housing and Infrastructure's South East and Tablelands Regional Plan 2041 to efficiently respond to anticipated changes in land use, demographics and travel demand across the region.

**What we heard about Snowy Monaro from our stakeholders**

The development of the Draft South East and Tablelands Strategic Regional Integrated Plan was informed by what we heard from the community during engagement in 2022/23, engagement on our Have Your Say pin drop function, and from key stakeholders over the past 12 months.

These are a few of the key Snowy Monaro issues we heard:

- New infrastructure like Snowy Mountains Special Activation Precinct will change journeys and land uses.
- Cooma Airport is a key hub for visiting the region. The tourism economy is evolving from a seasonal to an all-year model to attract retiree groups and withstand climate impacts.
- Seek active transport facilities near recreation areas and centres in Jindabyne and Cooma.
- Council seeks upgrades to some local and regional roads connecting strategic centres more directly than state road network, including Barry Way, Black Lake Rd and Delegate Rd.
- East-west connectivity is limiting the movement of freight, particularly related to forestry and tourism.
- Council would support the continuation of the Jindabyne bus trial and expansion into the peak summer periods.




Have Your Say page, including the draft Plan which was accessible on the South East and Tablelands page

Welcome to the future of regional transport in New South Wales. Our Strategic Regional Integrated Transport Plans (SRITPs) are at the heart of reimagining how we connect our communities, support local economies, and plan for sustainable growth in nine regions across the state. These comprehensive plans are tailored to address the evolving transportation needs and aspirations of regional NSW over a 20-year horizon, ensuring everyone has access to safe, reliable, and efficient transport options.

Whether you commute daily, depend on local transport services, or are part of the vibrant network that keeps our regional economies thriving, your voice is crucial in shaping the SRITPs. Explore through the links below for each region share your thoughts and be a part of crafting transport solutions that work for everyone.

**Your Region, Your Transport, Your Voice**

Select your region below to learn more about the SRITPs, view the delivery dates, and provide your valuable feedback:

 <p><b>Hunter</b> Read our Draft Plan for the Hunter.</p> <p>Learn more →</p>	 <p><b>South East and Tablelands</b> Read our Draft Plan for the South East and Tablelands.</p> <p>Learn more →</p>	 <p><b>Central Coast</b></p> <p>Learn more →</p>
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**Timeline**

- Open and listening**  
We want to hear from you. Select your region and share your thoughts.
- Under review**  
Thanks for your input. We're reviewing what you told us.
- Sharing what we heard**  
We'll share with you insights we learn from your feedback.

[See less](#)

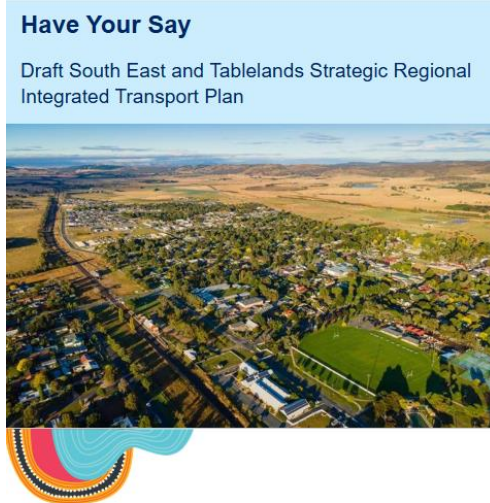
Subscribe for updates



transport.nsw.gov.au



### Emails



**Have Your Say**  
Draft South East and Tablelands Strategic Regional Integrated Transport Plan

Transport for NSW is committed to shaping the future of transport for regional NSW and we need your input.

We're inviting you to **Have Your Say** on the draft South East and Tablelands Strategic Regional Integrated Transport Plan (SRITP). Your feedback will help inform the final plan and transport priorities for the region.

These plans will shape how we tackle everything - road infrastructure, public transport services, freight challenges, and safety improvements. Whether you're passionate about walking, cycling, buses, trains, or roads - your feedback is important to us!

**Have Your Say**

If you live, work, or play in the South East and Tablelands, we want to hear from you.

We appreciate that you may not have read the draft plan, so we have designed a quick survey to easily provide feedback on the key themes we've heard about so far.

You can pick which themes relate best to your concerns or ideas. You can also tell us what you think about the initiatives we've identified and if we've missed anything.

Feedback is open from **Monday 16 December to Friday 28 February 2025.**

[Complete the survey](#)

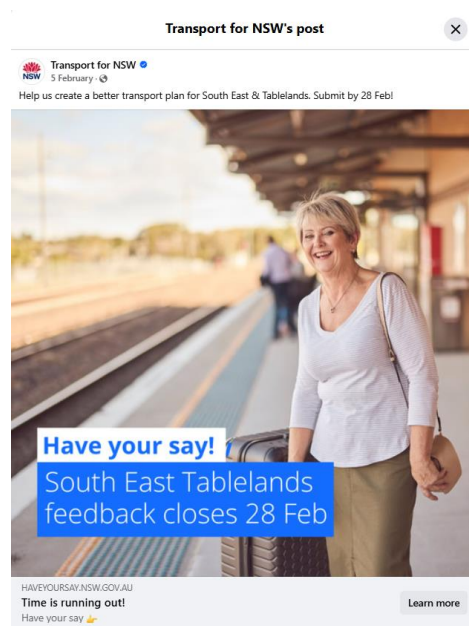
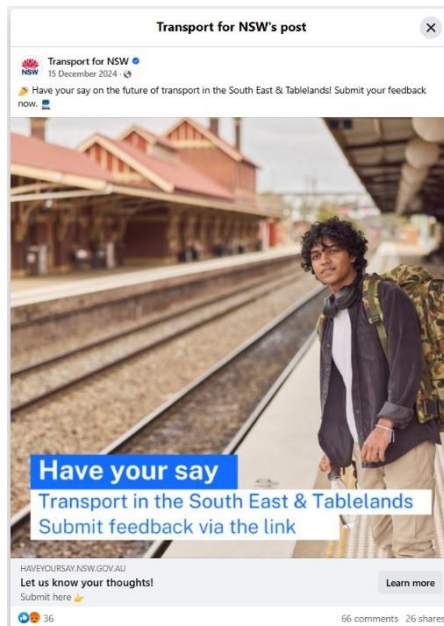
You can also send us more detailed feedback by emailing [engage\\_sritps@transport.nsw.gov.au](mailto:engage_sritps@transport.nsw.gov.au) or uploading a submission to the **Have Your Say** webpage.

[Visit the webpage](#)

#### Why participate?

- Help shape transport solutions that work for you and your community.
- Provide feedback on specific transport issues and initiatives on road safety, public transport, or active transport options.
- Ensure your community's unique needs are part of the final plan.

### Social media advertising




**Council partners**

**Bega Valley Shire Council's post**

Bega Valley Shire Council  
16 January · 🌐

Transport for NSW want to know your thoughts on the future of transport in the South East & Tablelands! 📢📢

👉 Head to their website to complete the survey today:  
<https://www.haveyoursay.nsw.gov.au/.../south-east-and-...>



[HTTPS://WWW.HAVEYOURSAY.NSW.GOV.AU/SRITP/SOUTH-EAST-AND-TABLELANDS-S-...](https://www.haveyoursay.nsw.gov.au/sritp/south-east-and-tablelands-s-...) [Submit via link here](#) [Learn more](#)

**Transport for NSW**  
16 January · 🌐

Let us know your thoughts on the future of transport in the South East & Tablelands! 📢

**Snowy Monaro Regional Council**  
28 Dec 2024 · 🌐

Transport for NSW is committed to shaping the future of transport for regional NSW and we need your input.

We're inviting you to Have Your Say on the draft South East and Tablelands Strategic Regional Integrated Transport Plan (SRITP). Your feedback will help inform the final plan and transport priorities for the region. Feedback will close on Friday 28 February 2025.  
<https://www.haveyoursay.nsw.gov.au/sritp/south-east-and-tablelands-survey>





## Shape the Future of Regional Transport

Transport for NSW is seeking community feedback on the Draft South East and Tablelands Strategic Regional Integrated Transport Plan (SRITP).


This 20-year vision outlines key transport priorities with the aim to meet the evolving needs of regional communities.

Help shape the final plan and the future of transport in our region by providing feedback before Friday, 28 February 2025.

[Provide Feedback](#)

**QPRC** 

About Your Voice All Projects  [Sign In](#) [Register](#)



Home / South East and Tablelands Strategic Regional Integrated Transport Plan

### South East and Tablelands Strategic Regional Integrated Transport Plan

[Facebook](#) [Twitter](#) [LinkedIn](#) [Email](#)

Transport for NSW are seeking feedback on the **Draft South East and Tablelands Strategic Regional Integrated Transport Plan**. They are now inviting the community and stakeholders to have their say on the plan and its proposed initiatives.

Feedback will help refine the draft by understanding what is important to the community and if they have missed anything.

They have designed a quick survey which will allow you to easily provide your feedback even if you have not read the Draft Plan.

You have until 28 February to have your say.

Visit the [Transport for NSW consultation site](#)

**Key Dates**

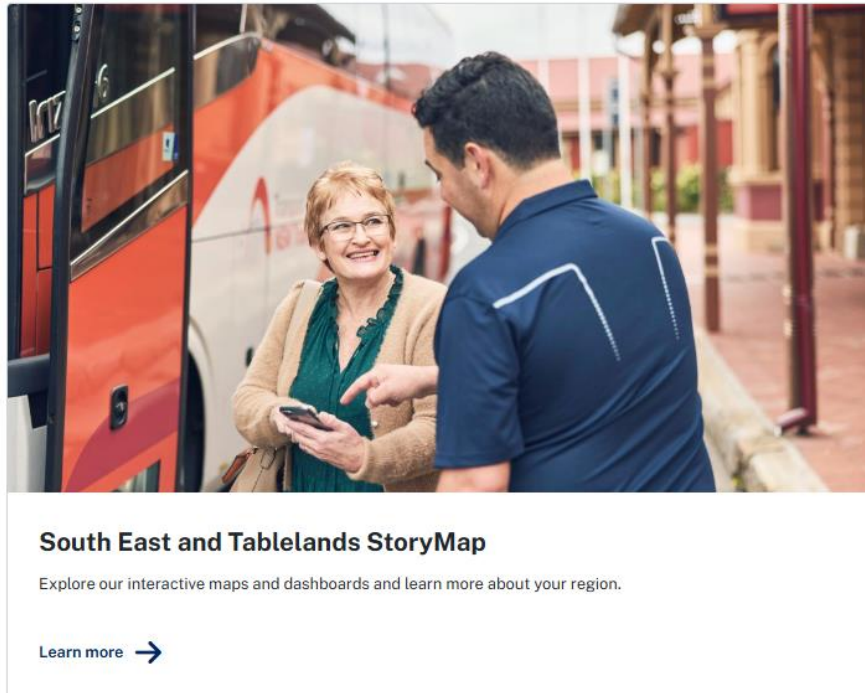
Consultation closes  
**28 February 2025**

**Early engagement report**



A report summarising engagement carried out while developing the draft Plan was published in December 2024. This report detailed who we engaged with and what we heard.

**StoryMap**



A [StoryMap](#) was created to share valuable data and insights that inform the vision, challenges and opportunities for the region. The StoryMap is a tool designed for storytelling and provides key information about the Plan.

## 6. Engagement snapshot

A total of 1148 pieces of feedback were received during the consultation period. This included:

- 943 online survey responses
- 52 submissions
- 41 pins dropped on the interactive map
- 112 responses to the quick poll.

Opportunities were also provided to talk to the project team. This included:

- 17 briefings with key stakeholders
- 19 meetings with Aboriginal stakeholders
- 10 face-to-face community info sessions.

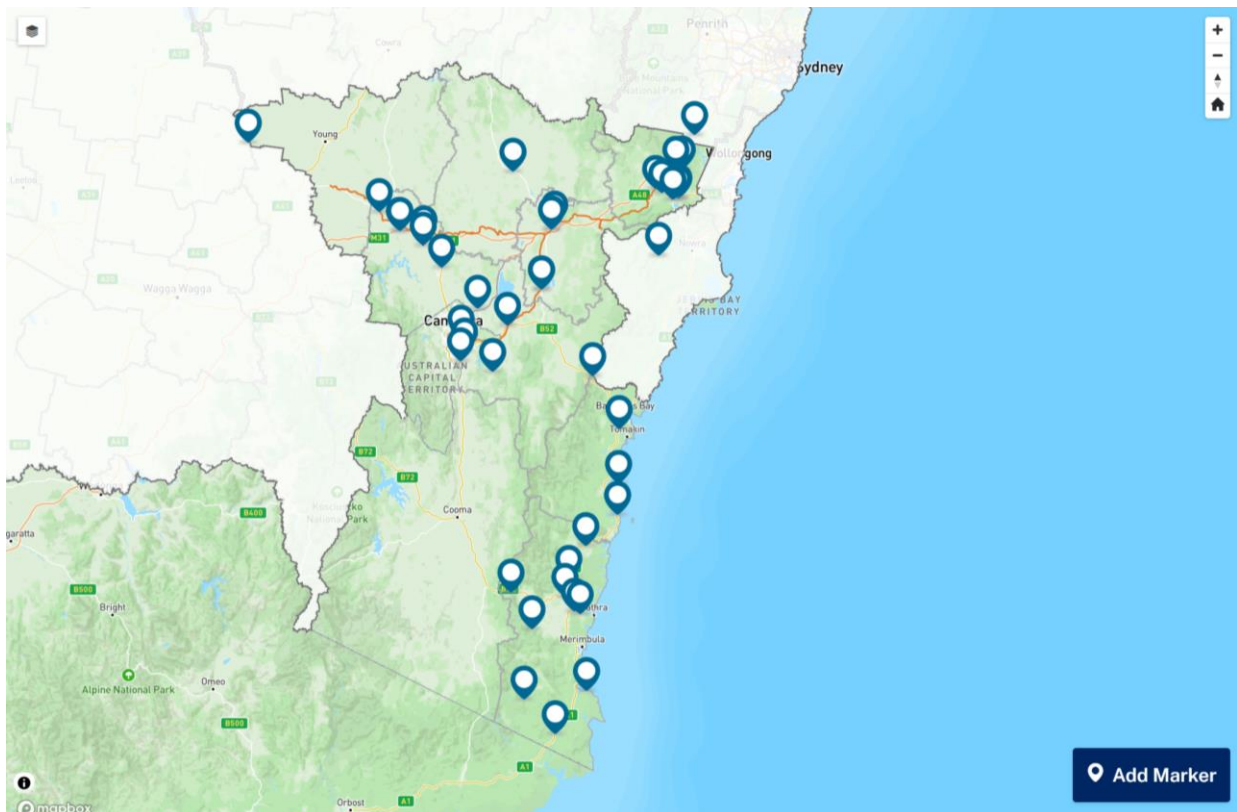
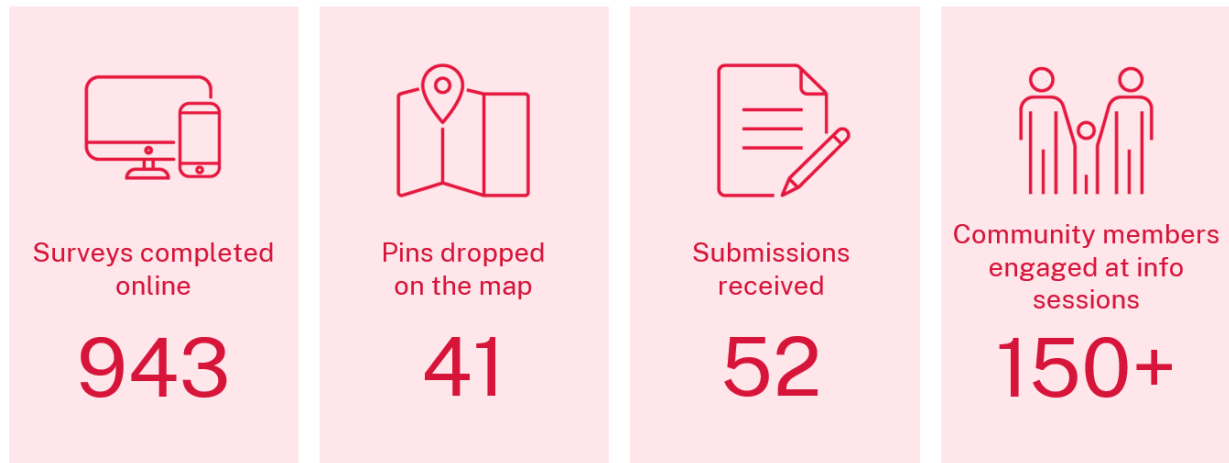


Figure 3. Pins dropped on the interactive map during the consultation period

## 7. Who we heard from

### 7.1 Survey respondents

Of the 943 survey responses, we heard from 916 individuals and 27 organisations. This equates to 97 per cent of respondents providing feedback on behalf of themselves, and 3 per cent providing feedback on behalf of an organisation.

Of those who completed the online survey, 91 per cent were local residents of the region, 2.5 per cent worked in the region, 3.1 per cent were visitors to the region and another 3.7 per cent were outside of the region.

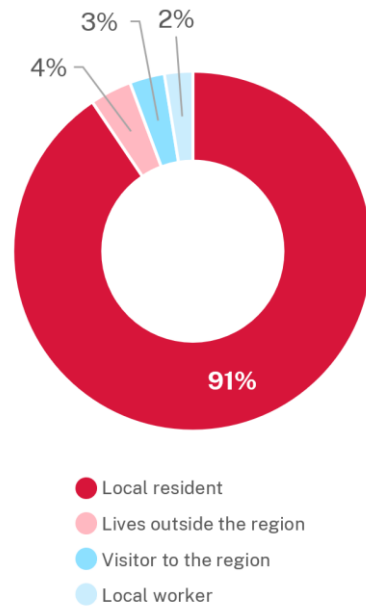
The majority of respondents who completed the online survey identified as being over 60 years of age (55 per cent). The remaining respondents identified as: 40-59 age group (31 per cent), 20-39 age group (22 per cent) and under 20 age group (less than 1 per cent).

Survey respondents were evenly split by gender, with 50 per cent identifying as male and 47 per cent as female. Less than 2 per cent preferred not to say and less than 1 per cent identified as non-binary.

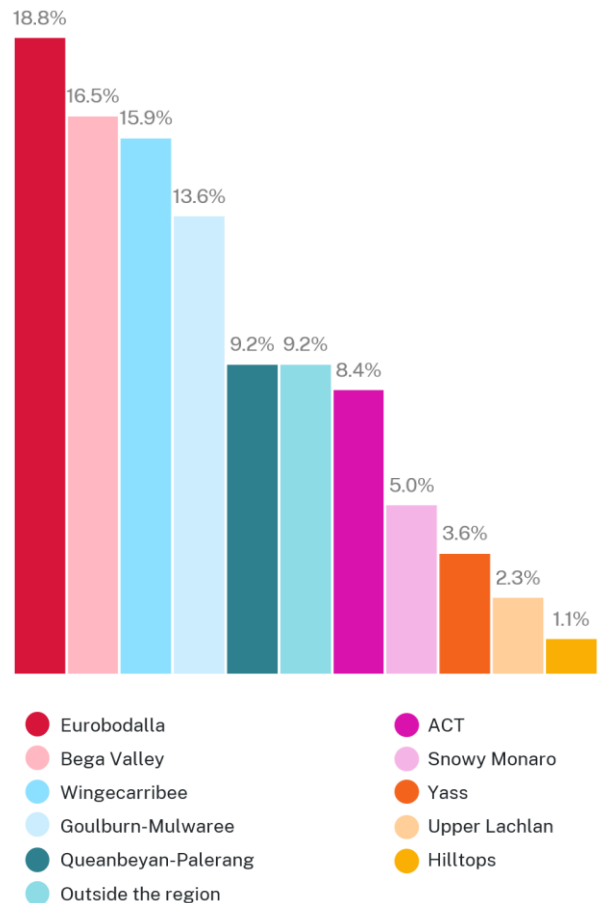
Of all survey respondents, less than 3 per cent identified as Aboriginal and/or Torres Strait Islander, 5 per cent preferred not to say, and 92 per cent identified as non-Aboriginal and/or Torres Strait Islander.

To help us better understand the context of feedback, we asked respondents to name their local government area (LGA). The largest percentage of feedback was provided by the Eurobodalla (18.8 per cent), Bega Valley (16.5 per cent), Wingecarribee (15.9 per cent) and Goulburn-Mulwaree (13.6 per cent) LGAs.

What best describes you? (survey respondents)



Distribution of respondents by LGA (survey respondents)



**Primary modes of transport**

We also asked survey respondents about their travel choices, including what mode they use, who they provide transport for and what challenges they face. This feedback helps us form a clear picture of how the community moves.

The findings from this set of questions reflects the community’s strong sentiment towards two of the draft Plan’s objectives, which are focused on access to transport and improving road safety.

**Primary mode of transport**  
(survey respondents)

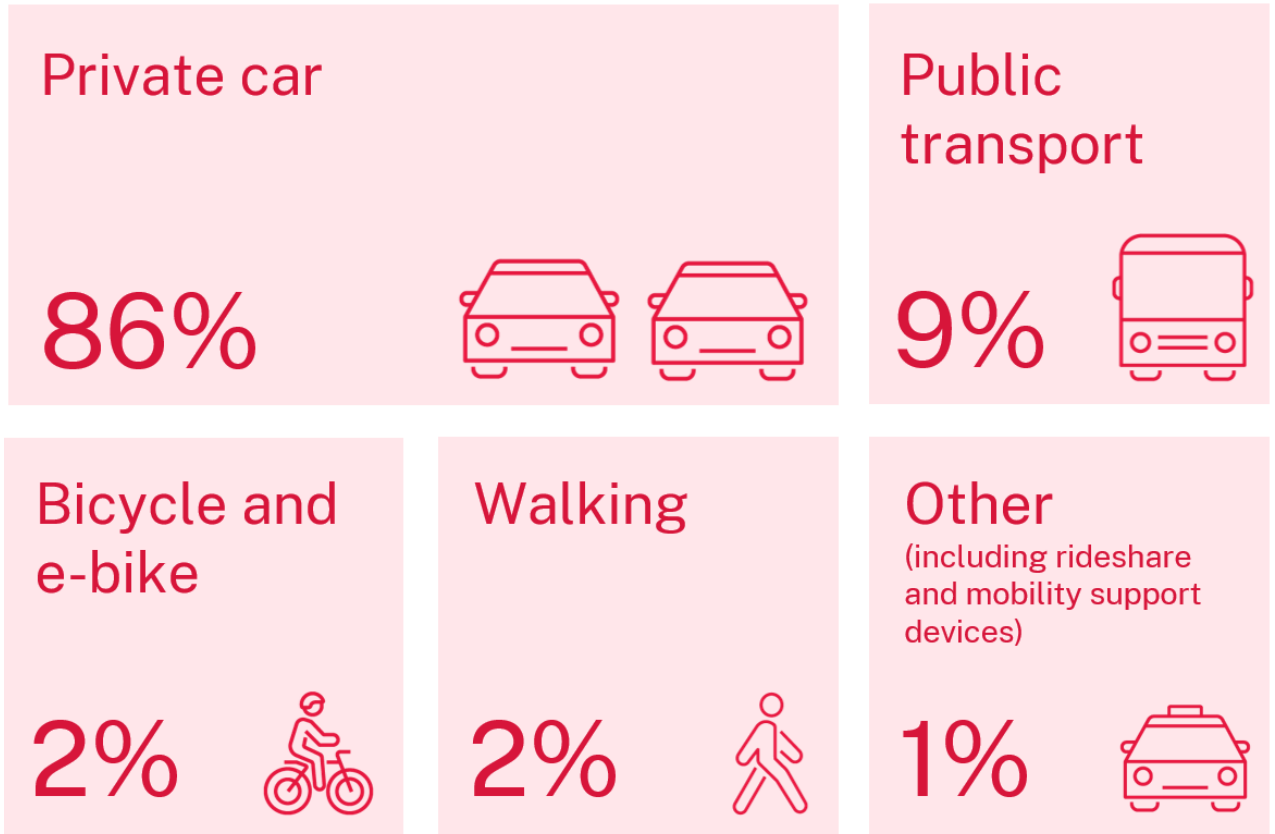
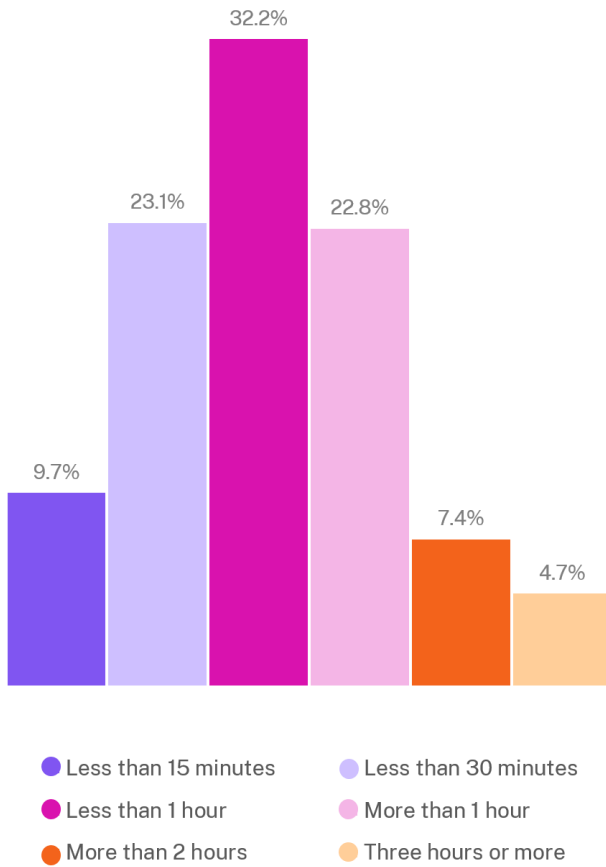
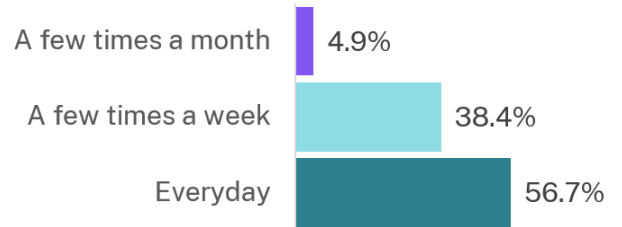


Figure 4. Active transport users on a shared path through a park

### Average time spent using primary mode of transport per day (survey respondents)



### Frequency of use (survey respondents)



Over 70% provide transport for others occasionally, frequently or every day.



Figure 5. On Demand public transport in Pambula

## 7.2 Submissions

In addition to the survey and interactive map, the community was invited to provide feedback via written submission. This could be done via email or through the Have Your Say page.

During the consultation period, we received 52 submissions from various stakeholders and community members. Submissions were received from:

- 9 local councils and the Canberra Region Joint Organisation
- 9 NSW government agencies and the ACT government
- 5 peak bodies
- 18 community groups or organisations
- 9 individuals.

Submissions provided valuable and detailed insights about transport needs for individual local government areas, communities or organisations.



Figure 6. Transport staff speaking with customers at Goulburn train station



A family cycling on a shared path beside the Wollondilly River in Goulburn © Goulburn Mulwaree Council

## 8. What we heard

### 8.1 Overview

This chapter summarises the feedback during public consultation, from submissions, surveys and map pins.

Each piece of feedback has reviewed and grouped into themes which will be described in the following sections:

- Key themes:
  - First Nations
  - Safety
  - Public transport and connectivity
  - Active transport and micromobility
  - Freight
  - Resilience
  - Land use planning
  - Environment
  - Economy
  - Road condition
- Feedback on the objectives of the draft Plan
- Feedback on transport improvements
- Other feedback and insights.



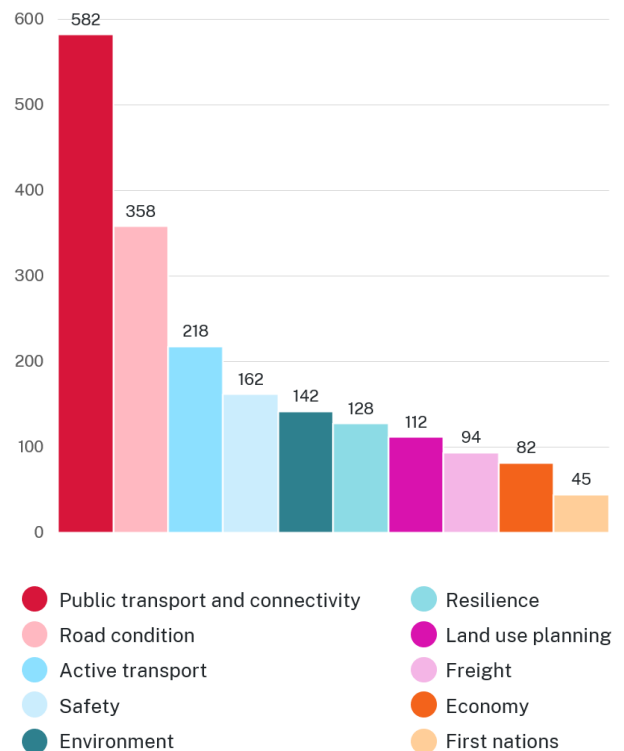
### 8.2 Key themes

Through early engagement with community and key stakeholders, 10 key themes emerged which informed the development of the draft Plan, as well as the challenges, objectives and initiatives identified for the region.

During consultation on the draft Plan, we asked the community to provide feedback on the themes of interest to them. Survey respondents could choose which key themes were important and provide comments. The graph above shows how many survey respondents gave feedback on each theme.

The draft Plan included a list of over 50 initiatives which are identifiable actions to be delivered in the short, medium or long-term. The initiatives were aligned to one or more key themes and community had the opportunity to provide feedback on them by selecting which were most important to them.

**Number of pieces of feedback provided on each of the key themes (survey respondents)**





## 8.2.1 First Nations

Across these lands, First Nations people have built and sustained deep connections to Country through generations of knowledge, movement and care. What we heard is a reminder that transport is not just about infrastructure, it is about access, safety and culture.

In developing the final Plan, Transport has engaged with a number of Aboriginal stakeholders across the region, including Local Aboriginal Land Councils, Aboriginal Affairs – Illawarra Southern office, and other key organisations.

Feedback highlighted the importance of cultural recognition and the need for inclusive planning and consultation with First Nations communities. Stakeholders raised that the inclusion of the First Nations voice is vital in the assessment stage of projects to ensure that Aboriginal significance is acknowledged and addressed.

We heard that First Nations specialist knowledge is vital in maintaining the land and waterways in which we live and build our infrastructure, as well as important in bushfire resilience and cultural landscape programs.

There was strong and consistent support for co-design as a guiding approach. Communities welcome the opportunity to shape local transport and service planning in partnership with Transport, with a clear desire to see plans that reflect local priorities, cultural knowledge and place-based needs.



45

Survey respondents provided feedback on this key theme



22

Survey respondents provided other suggestions and comments



19

Meetings with Aboriginal stakeholders

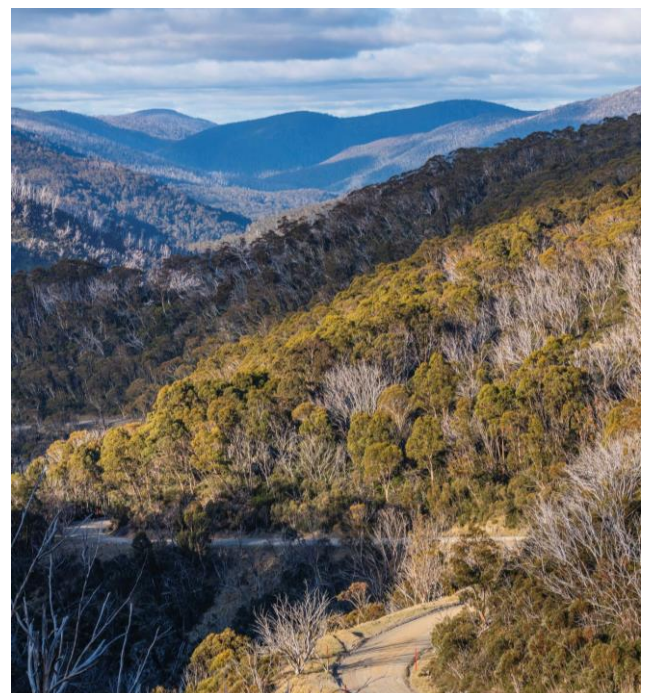


Figure 8. Kosciuszko Road through Kosciuszko National Park © DCCEEW

## Summary of feedback received

Sub theme	Summary of feedback
<b>Cultural recognition and integration</b>	<ul style="list-style-type: none"> <li>Stakeholders emphasised that Country should be embedded in the Plan and that initiatives need to align with Closing the Gap goals.</li> <li>There was a call for increased recognition and integration of First Nations culture in public services and infrastructure, including renaming streets, and involving Indigenous communities in environmental and land management practices.</li> </ul>
<b>Transport and accessibility</b>	<ul style="list-style-type: none"> <li>We heard that transport is fundamentally linked to many of the challenges faced by First Nations people.</li> <li>Transport accessibility was highlighted as a critical issue, with suggestions for improving public transport services to better serve First Nations communities and address their unique needs.</li> <li>Barriers to obtaining a driver licence included limited access to a vehicle and instructor, the high number of learner hours required, associated costs and not have having relevant identification to apply for a licence.</li> <li>In this region, having a driver licence and more transport choices is necessary to improve employment opportunities.</li> <li>We heard public transport is limited and unreliable, with barriers including cost, accessibility and issues with digital timetables and payment systems.</li> <li>Lack of public transport was also identified as impacting the ability of First Nations people to get to and from workplaces.</li> </ul>
<b>Environmental and cultural sustainability</b>	<ul style="list-style-type: none"> <li>There was a strong emphasis on environmental sustainability and the role of Indigenous knowledge in land management, with calls for consultation and collaboration with First Nations.</li> </ul>
<b>Consultation fatigue</b>	<ul style="list-style-type: none"> <li>It was noted there is engagement fatigue from consistently being asked for feedback, and not being told of engagement outcomes resulting in real changes.</li> <li>Finding opportunities to leverage engagement alongside other government agencies to address social, economic and cultural challenges would be beneficial to reduce this fatigue.</li> </ul>

### Importance of draft initiatives

Survey respondents were provided a list of four draft initiatives that aligned to First Nations and were asked to select up to three that were most important to them.

Top three draft initiatives	
1	Evaluate Aboriginal Cultural Landscape Management and Bushfire Resilience Program to inform future work
2	Develop Local Aboriginal Transport and Services Plans co-designed in partnership with Aboriginal Organisations
3	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

The full list of initiatives which have been developed is provided in the final Plan.

### How the final Plan reflects this feedback

Key updates in the final Plan:

- correction to Acknowledgement of Country and updated all Traditional Custodians
- additional commentary on the challenges faced by First Nations people, including access to healthcare, education and employment.

Key updates to initiatives:

- updated wording of initiatives to consider the implementation of Aboriginal Cultural Landscape Management programs
- support future opportunities to use the Aboriginal Cultural Landscape Management and Bushfire Resilience Program
- added state-wide initiatives to ensure that transport projects consider importance of access to waterways, cultural sites and lands.



## 8.2.2 Safety

Safety is a key concern, and includes issues such as reducing the road toll, speed limits, personal safety, and better road conditions and infrastructure.

There is a significant demand for road improvements, particularly in rural and regional areas, with a focus on upgrading road surfaces and expanding road capacity. Stakeholders and community emphasised the need for better traffic management, including the installation of overtaking lanes, roundabouts and bypasses to improve traffic flow and reduce congestion.

Many safety concerns were discussed, with calls for reviewing speed limits on local and state roads as well as improved signage and better maintenance of existing road infrastructure.

There is also a desire to consider how freight, private vehicle and other transport modes are balanced on the road network, especially in local centres. In particular, we heard about the importance of pedestrian and cyclist safety, with stakeholders advocating for dedicated paths and improved crossing facilities.



162

Survey respondents provided feedback on this key theme



76

Survey respondents provided other suggestions and comments



Figure 9. Town entry gateway treatments to improve road safety on the Monaro Highway at Bredbo

## Summary of feedback received

Sub theme	Summary of feedback
<b>Infrastructure improvements and road conditions</b>	<ul style="list-style-type: none"> <li>Several issues were raised regarding road maintenance, such as potholes and uneven road surfaces leading to vehicle damage and safety risks.</li> <li>There were calls for improved funding, durable road work treatments and infrastructure upgrades to enhance traffic flow.</li> <li>Pedestrian and cycling infrastructure improvements are needed to improve mode choice and improve safety and accessibility.</li> <li>Traffic calming, safer intersections and improved lighting were also called out to support better personal safety within centres and improve place outcomes.</li> <li>We heard questions on how funding can be distributed across all road classifications and other modes such as rail not owned by Transport for NSW.</li> </ul>
<b>Speed limits, enforcement and road user space allocation</b>	<ul style="list-style-type: none"> <li>There were concerns about safety where high speed zones are posted and suggestions for reduced speed limits in high-risk areas,</li> <li>We heard calls for 30 km/h speed limits in some urban and local streets to support local centre movement and to protect vulnerable road users, such as pedestrians and cyclists.</li> <li>Some feedback opposed recent speed limit reductions in certain areas.</li> <li>There was emphasis on better enforcement and public education on safe driving speeds.</li> <li>Additionally, there were calls for inclusive design to be considered at project development stage to ensure road user allocation is better managed and addresses all types of needs.</li> </ul>
<b>Accessibility, public transport and alternative modes of transport</b>	<ul style="list-style-type: none"> <li>Customer focused transport that prioritises safety and access for everyone, not just car and freight operators on the road network, was a recurring theme.</li> <li>Public transport and taxi accessibility and availability across the region remains an issue.</li> <li>The lack of public transport limits mode choice, especially for older residents and those without their own vehicle. There are also access barriers to these transport modes, such as compatibility with mobility devices and poor wayfinding.</li> <li>We heard calls for better cycling paths, pedestrian-friendly town centres and rail expansion for safer, sustainable transport options.</li> <li>Transport accessibility for all types of needs, including older adults and people with disabilities, was raised as a major gap in current transport planning.</li> </ul>
<b>Vehicles and traffic management</b>	<ul style="list-style-type: none"> <li>Certain sections of the network, such as Macquarie Pass and Picton Road, were called out for being dangerous due to geometry of the corridor, driving conditions, driver behaviour and types of vehicles using the road.</li> </ul>

	<ul style="list-style-type: none"> <li>The community expressed a need for better traffic flow with safer intersections, clearer signage and additional overtaking lanes.</li> <li>Calls for safety improvements on regional highways that also maintain efficient and effective transport routes.</li> <li>Heavy vehicle operators told us they are challenged at level crossings or on roads that have not been sufficiently upgraded to handle longer and slow-moving trucks.</li> <li>There was community concern about the safety of level crossings due to the increasing size and length of freight road operators.</li> </ul>
<b>Community involvement and consultation</b>	<ul style="list-style-type: none"> <li>Feedback expressed a desire for community-driven planning, with more consultation, oversight committees and increased council funding for maintenance on the local and regional road network.</li> <li>Some frustration was expressed over the perceived lack of transparency in road project planning.</li> </ul>

**Importance of draft initiatives**

Survey respondents were provided a list of 17 draft initiatives that aligned to Safety and were asked to select up to six that were most important to them.

Top six draft initiatives	
<b>1</b>	Investigate improvements for key escarpment crossings, including Macquarie Pass, Clyde Mountain and Brown Mountain
<b>2</b>	Deliver on the Princes Highway Upgrade Program safety upgrades between Nowra and Moruya
<b>3</b>	Deliver targeted Safety and Efficiency Upgrade Projects on the state road network, including priorities as part of the Princes Highway Upgrade Program
<b>4</b>	Identify critical transport routes which are subject to natural disasters and to develop and deliver infrastructure and service improvements to create a more resilience transport network. Key locations include Princes Highway, Alpine Way and Kosciuszko Road
<b>5</b>	Prepare business cases for east-west corridors, such as Macquarie Pass, Clyde Mountain and Brown Mountain
<b>6</b>	Improve unscheduled event recovery times by improving our emergency response, undertaking preventative work and improving traffic detour opportunities

The full list of initiatives which have been developed is provided in the final Plan.

### **How the final Plan reflects this feedback**

We have updated the Plan to reflect what we heard from community and stakeholders about safety and added or revised initiatives based on this feedback.

Key updates in the final Plan:

- stronger commentary on safety and accessibility, including real and perceived personal safety, with reference to the Safer Cities Survey and Streets and Shared Spaces program
- updated safety data to reflect the most recent crash statistics (2019–2023)
- increased emphasis on the importance to support walking, cycling and public transport use within towns and centres

Key updates to initiatives:

- included additional short-term actions to deliver immediate improvements, especially in areas with known safety issues
- added high-priority safety upgrades for regional areas like the Snowy Mountains
- expanded the plan to include intersection and interchange improvements to reduce congestion and improve traffic flow and safety
- driver rest area initiatives have been expanded to detail priority locations across the road network as part of a statewide larger rest stop improvement program
- introduced new initiatives focused on level crossings and corridors shared with freight
- acknowledged and reinforced our ongoing commitment to working with local councils to identify place-based safety solutions.



### 8.2.3 Public transport and connectivity

Public transport and connectivity is a recurring issue raised by the community and stakeholders, with feedback highlighting the need for increased frequency, reliability and accessibility.

The South East and Tablelands region varies greatly in population density and existing public transport services often gravitate towards areas with a higher density. We heard that residents across the region desire more transport choice, and an alternative to using private vehicles.

Community and stakeholders are calling for significant improvements in public transport systems, including increased frequency, reliability and affordability of services. Investment in better infrastructure and accessibility for people with disabilities and the elderly was also a significant concern.

Improving bus services through better interchange coordination, expanded long-distance frequency, direct and express services to reduce travel times and greater on-demand transport services were some of the key issues raised.

There were also strong calls for improved rail services, including high-speed rail connections between Canberra, Sydney and Melbourne, as well as better integration of bus services with existing rail networks.



Figure 10. TrainLink coach at Goulburn train station



582

Survey respondents provided feedback on this key theme



396

Survey respondents provided other suggestions and comments



245

Suggestions for towns that would benefit from improved public transport



287

Suggestions for towns that would benefit from being better connected to other towns and regional centres



1st

Most selected theme to provide feedback on

## Summary of feedback received

Sub theme	Summary of feedback
<b>Connectivity and frequency</b>	<ul style="list-style-type: none"> <li>• There was a strong demand for frequent and reliable services for regional areas, with improved connections to major cities and essential services.</li> <li>• We heard many calls to increase frequency of bus services, particularly during weekends and off-peak hours, to improve accessibility for residents, students and tourists.</li> <li>• The need to better integrate different transport modes was raised, including better timetable coordination between bus services and existing rail networks.</li> <li>• We heard direct and express services are seen as essential to get people using public transport.</li> <li>• Feedback showed a strong focus on long-distance coach services and tourist transport, including enhanced frequency and service coverage, especially for areas dependent on tourism.</li> <li>• Better accessibility for smaller communities that lie away from main roads and highways was a recurring theme.</li> </ul>
<b>Infrastructure improvements</b>	<ul style="list-style-type: none"> <li>• The community expressed the need for improved and modernised transport infrastructure, including dedicated bike paths, upgraded rail services and better bus facilities.</li> <li>• There were numerous suggestions and calls for high-speed rail.</li> <li>• We heard support for public transport infrastructure improvements, including signage, shelters and more accessible bus stops and paths.</li> <li>• Suggestions for investment in transport hubs that cater to people with mobility challenges and those living in remote areas were also made.</li> </ul>
<b>Affordability and accessibility</b>	<ul style="list-style-type: none"> <li>• The need for public transport to be an affordable option was raised, with suggestions for pricing reforms.</li> <li>• Calls to expand the use of Opal Cards to more regional bus services were suggested to make fares simpler.</li> <li>• Accessibility for people with disabilities and the elderly was a significant concern.</li> </ul>
<b>On-demand and community transport</b>	<ul style="list-style-type: none"> <li>• Enhanced community transport was raised as key to serving rural areas and ensuring access to essential services. We also heard better education is needed about available services.</li> <li>• On-demand transport, especially in remote areas with limited transport options, was viewed as a service which can significantly enhance mobility for certain groups.</li> <li>• Numerous suggestions were received to expand community and on-demand services and pilot new initiatives to improve accessibility to public transport.</li> </ul>

### Importance of draft initiatives

Survey respondents were provided a list of 13 draft initiatives that aligned to Public Transport and were asked to select up to eight that were most important to them.

Top eight draft initiatives	
1	Improve public transport connectivity and frequency from regional centres to Greater Sydney, Wollongong and Canberra.
2	Improve public transport connectivity between towns and centres by providing, enhancing and modifying the bus network to increase services and frequency.
3	Improve public transport in local towns by providing, enhancing or modifying the bus network to increase services and frequency.
4	Develop a program of service and infrastructure improvements to reduce travel times on Sydney to the Canberra rail corridor.
5	Improve travel options and reduce traffic congestion in areas of high seasonal demand, including Snowy Mountains, Southern Highlands and South Coast.
6	Improve public transport in towns and centres by providing new or enhanced on-demand services, a bookable public transport service that can pick you up from an easy access location and take you where you need to go.
7	Identify opportunities to optimise freight and passenger transport demand on the Main South Rail Line.
8	Improve public transport access and connectivity within and between strategic centres such as TAFE and University campuses, key employment and industrial areas, major health and hospital precincts

The full list of initiatives which have been developed is provided in the final Plan.

### Improved connections around town

Survey respondents provided 254 suggestions for towns or regional centres that would benefit by providing, enhancing or modifying the bus network to increase services and frequency within the town or centre itself. This resulted in 159 mentions of different towns.

The 10 most frequently mentioned were:

- Goulburn
- Bega
- Moruya
- Batemans Bay
- Narooma
- Queanbeyan
- Moss Vale
- Bowral
- Mittagong
- Eden

### Improved connections to other towns and centres

Survey respondents also provided 287 suggestions for towns or regional centres that would benefit by being better connected to other towns or regional centres through an improved bus network. This resulted in 32 mentions of different towns.

The 10 most frequently mentioned were:

- Batemans Bay
- Canberra
- Bega
- Goulburn
- Sydney
- Moruya
- Narooma
- Bowral
- Queanbeyan
- Moss Vale

### How the final Plan reflects this feedback

We have updated the Plan to reflect what we heard from community and stakeholders about public transport and added or revised initiatives based on this feedback.

Key updates in the final Plan:

- recognised the importance of longer distance travel through the inclusion of National High Speed rail network and improvements to transport connections between Canberra and Sydney
- highlighted the important role transport plays in providing access to education, essential services and employment
- updated figures for long distance transport, including bus, coach, rail and air services to reflect current services.

Key updates to initiatives:

- included a cross-border initiative to reflect Transport's continued collaboration with ACT and Victoria to support urban development and integrated transport outcomes that relate to infrastructure services and freight and logistics
- expanded locations to an existing initiative relating to train stations as part of the Safe Accessible Transport Program.
- updated public transport initiatives from short to medium-term to reflect the outcomes of the Medium-Term Bus Plan, while continuing to provide visibility on the future pipeline of initiatives
- embedded movement and place outcomes on key corridors and in town centres.



## 8.2.4 Active transport and micromobility

Increasing active transport options is a priority and is seen as an enabler to promoting the tourism economy, reducing emissions and promoting healthy lifestyle.

Increasing and improving active transport options in the region was a popular topic amongst feedback.

We heard the need to improve transport choice through investment in cycling and walking infrastructure. The community highlighted the need for dedicated cycleways and footpaths that are safe, accessible and connected. Better integration of bicycles with public transport was also raised.

There was also strong advocacy for rail trails for tourism and recreation. Stakeholders want better collaboration between Transport for NSW, local councils and community groups to ensure that rail trails are supported, as it would improve tourism opportunities across the region.



218

Survey respondents provided feedback on this key theme



111

Survey respondents provided other suggestions and comments



3rd

Most selected theme to provide feedback on



Figure 11. Kids cycling to school

## Summary of feedback received

Sub theme	Summary of feedback
<b>Active transport infrastructure, connectivity and maintenance</b>	<ul style="list-style-type: none"> <li>Feedback highlighted the need for safe, dedicated cycle paths connecting more towns and villages.</li> <li>Improving cycle path connectivity, expanding networks and creating bike lanes that are protected from traffic, was viewed as essential for promoting active travel, reducing traffic risks and making cycling a more viable option for commuting and recreation.</li> <li>Improved pedestrian infrastructure was viewed as being urgently needed, with calls for safer footpaths and road crossings, especially in rural and regional areas.</li> <li>Many towns were raised in feedback as needing better walking paths for commuting and recreation.</li> <li>Poorly maintained roads and footpaths were described as a barrier to encouraging the community to walk and cycle more.</li> </ul>
<b>Integration with public transport</b>	<ul style="list-style-type: none"> <li>Better public transport options, including more frequent trains and integration of transport modes, were suggested as vital for reducing car dependency and increasing uptake of active transport.</li> <li>We heard improved bus services and bike transport on trains is seen as essential for supporting integrated and sustainable travel.</li> </ul>
<b>Rail trails for tourism and recreation</b>	<ul style="list-style-type: none"> <li>The proposed Monaro Rail Trail and other regional rail trails were hailed as key for boosting tourism and improving recreation activities for the local community.</li> <li>Several stakeholders suggested rail trails have the potential to improve active transport infrastructure, linking communities and enhancing commuter options. They also raised the need for increased government investment and support to establish and maintain rail trails.</li> <li>There were calls for better collaboration between Transport, local councils and stakeholders to ensure that rail trails are prioritised and supported.</li> </ul>

### Importance of draft initiatives

Survey respondents were provided a list of five draft initiatives that aligned to Active Transport and were asked to select up to three that were most important to them.

Top three draft initiatives	
1	Develop and implement behaviour change programs that highlight the benefit of walking, cycling and public transport choices
2	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
3	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

The full list of initiatives which have been developed is provided in the final Plan.

### How the final Plan reflects this feedback

We have updated the Plan to reflect what we heard from community and stakeholders about active transport and added or revised initiatives based on this feedback.

Key updates in the final Plan:

- reference to walking and cycling transport guidelines used in development of this Plan, are now reflected in the introductory tables
- additional commentary on bike parks and cycle infrastructure as a year-round tourism attraction.

Key updates to initiatives:

- included end of trip facilities and secure bike parking in town centre facilities and as part of key destinations
- recognised that safer speed zone settings can improve conditions for walking and cycling.



## 8.2.5 Freight

Freight volumes are expected to increase and we heard the importance of balancing freight needs with community road safety, along with exploring opportunities for rail freight and other infrastructure improvements.

The community highlighted the importance of balancing freight needs with road safety and maintenance. Stakeholders, on the other hand, emphasised that while some infrastructure upgrades support larger freight vehicles, sections of the network still restrict access due to topographical constraints.

We heard Infrastructure to support first and last-mile connections is also limited, which is important for productivity and economic growth. Many regional areas lack rest stops, and other heavy vehicle safety upgrades, which would reduce road trauma, delays and operational costs.

Some submissions noted that while road freight continues to expand, rail freight has not received comparable investment, making a shift to lower-emission transport modes difficult. There is strong support for a balanced and integrated freight strategy that considers both modes of transport.

While rail freight offers benefits in contributing to net zero targets and efficiently transporting bulk materials, stakeholders acknowledged current limitations. There is a clear call for Transport to support and facilitate improvements on freight and passenger movements on existing lines.



94

Survey respondents provided feedback on this key theme



52

Survey respondents provided other suggestions and comments



Figure 12. Freight movements on the Kings Highway at Clyde Mountain

## Summary of feedback received

Sub theme	Summary of feedback
<b>Road maintenance and safety</b>	<ul style="list-style-type: none"> <li>• Safety concerns were discussed in the feedback regarding the presence of heavy vehicles on roads, with suggestions to enforce stricter safety controls and speed limits.</li> <li>• Feedback suggested heavy vehicles are seen as a contributing cause of road damage, leading to increased maintenance.</li> <li>• There were calls for improved road infrastructure to support freight demands</li> <li>• Several suggestions offered that poor road conditions impact freight travel time and impact the safety of operators</li> <li>• The need to reduce the number of heavy vehicles on roads by shifting freight to rail was suggested as a safety measure.</li> </ul>
<b>Infrastructure upgrades and alternative routes</b>	<ul style="list-style-type: none"> <li>• Feedback raised the need for upgrading existing routes or developing alternative routes and bypasses to alleviate pressure on existing roads, particularly in towns experiencing high traffic volumes</li> <li>• There were many calls for improved accessibility for high productivity vehicles on key freight corridors</li> <li>• We heard that lack of consistent planning for High Productivity Vehicle (HPV) and Performance-Based Standards (PBS) access, especially on east-west routes and key regional links, was seen as a major barrier to improving freight efficiency.</li> <li>• Suggestions were made to fast-track upgrades for regional pinch points that impact freight, such as Brown Mountain and Narooma Bridge.</li> </ul>
<b>Rest areas and facilities</b>	<ul style="list-style-type: none"> <li>• Current rest stops were viewed to be insufficient and improperly maintained.</li> <li>• Calls for better rest area coverage to manage safety and rest areas with proper facilities featured in the feedback.</li> </ul>
<b>Rail freight and rail infrastructure</b>	<ul style="list-style-type: none"> <li>• There was a strong emphasis on enhancing rail infrastructure to shift freight from roads to rail. Suggestions included reopening and upgrading existing rail lines, constructing new rail links and developing intermodal terminals to optimise freight transport and reduce road congestion.</li> <li>• Concerns raised that limited rail freight, such as the closure of the Goulburn intermodal terminal, had increased reliance on road transport.</li> <li>• We heard calls for more targeted investment in rail infrastructure, including track upgrades and the development of dedicated freight corridors.</li> <li>• Suggestions that increased use of rail freight would help meet decarbonisation targets and reduce road congestion were made.</li> <li>• Feedback revealed that existing infrastructure such as the Southern Highlands, South Coast Rail and Main South Rail lines face growing demand for freight and passenger services, leading to inefficiencies, congestion and reduced reliability. Comments</li> </ul>

	<p>were also made about ageing infrastructure and limited alternative options.</p> <ul style="list-style-type: none"> <li>• New infrastructure, such as the Maldon-Dombarton, is seen as critical for enhancing freight connectivity, reducing congestion and improving overall network resilience.</li> <li>• Improving rail productivity by reducing temporary speed restrictions, straightening tracks and improving rail freight terminals were suggested as short-term alternatives.</li> <li>• Suggestions for a national rail freight usage target, complete with specific actions to achieve them, were also made.</li> </ul>
<b>Freight strategy and coordination</b>	<ul style="list-style-type: none"> <li>• Improved coordination between road and rail operators, and alignment with national freight strategies, are seen as essential for building a productive, sustainable and future-ready freight network.</li> <li>• A need for clearer targeted actions to integrate rail, road, sea and air transport in a more efficient and sustainable way was suggested.</li> <li>• Calls were made for better coordination between freight and passenger services, as both are expected to grow.</li> </ul>

### Importance of draft initiatives

Survey respondents were provided a list of 14 draft initiatives that aligned to Freight and were asked to select up to six that were most important to them.

Top six draft initiatives	
<b>1</b>	Identify opportunities to optimise freight and passenger transport demand on the Main South Rail Line.
<b>2</b>	Investigate improvements for key escarpment crossings including Macquarie Pass, Clyde Mountain, and Brown Mountain.
<b>3</b>	Complete the Illawarra Rail Resilience Plan, identifying investment priorities for freight and passenger rail networks, including Fast Rail and Maldon-Dombarton railway.
<b>4</b>	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.
<b>5</b>	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 and Snowy Mountains Highways
<b>6</b>	Develop and deliver improved driver rest opportunities across the region

The full list of initiatives which have been developed is provided in the final Plan.

## How the final Plan reflects this feedback

We have updated the Plan to reflect what we heard from community and stakeholders about freight and added or revised initiatives based on this feedback.

Key updates in the final Plan:

- incorporated freight forecast insights using the Transport Strategic Freight Model through content and explaining movement types
- expanded detail on the freight task now and into the future, utilising the Transport Strategic Freight Model with figures showing origin and destination flows
- acknowledged access constraints on the Performance-Based Standards (PBS) network, particularly in regional and east–west corridors
- highlighted rail network challenges, including ageing infrastructure and operational inefficiencies
- emphasised the opportunity for rail freight to contribute to Net Zero goals, including programs like the Regional Network East/West Uplift (RNEW).

Key updates to initiatives:

- changed some medium-term projects into the short-term based on planning investigations and feedback
- Included initiatives focused on corridor-level planning to better support freight and long-term upgrades
- rest stop upgrades now include specific priority sites as part of a broader heavy vehicle program
- several initiatives supporting the Hume Highway corridor were refined to include specific projects and implementation focus
- broadened station planning beyond just Queanbeyan to include multiple rail sites across the region
- a new initiative has been introduced to support higher productivity vehicle access to strategic centres, sites, and terminals
- updated initiatives now expand council coverage to reflect freight needs across the whole region, not just select LGAs
- no timeframes were changed for remaining short-term initiatives relating to freight, but priorities and details have been clarified.



## 8.2.6 Resilience

Resilience of the transport network along with calls for better long-term preparedness and faster recovery is particularly important in the region. Recent natural disaster events have put significant pressure on the transport network.

Community and stakeholder feedback centred on strengthening transport networks to better support emergency response and enhance infrastructure resilience in preparation for natural disasters.

We also heard that improvements need to be made to support how incidents are managed and coordinated, including response times and decision-making during emergencies.

Feedback supported initiatives to improve transport resilience in areas vulnerable to natural disasters, emphasising the urgent need for action within the next five years. Key priorities for the community included upgrading critical routes, such as the Monaro Highway and Snowy Mountains Highway, to improve recovery times and minimise road closures.



128

Survey respondents provided feedback on this key theme



38

Survey respondents provided other suggestions and comments



Figure 13. Slope repairs on Snowy Mountains Highway at Brown Mountain following floods in 2022

## Summary of feedback received

Sub theme	Summary of feedback
<b>Network and infrastructure improvements and maintenance</b>	<ul style="list-style-type: none"> <li>• We heard regular maintenance and proactive infrastructure development are seen as crucial for resilience. This includes upgrading existing roads, bridges and other critical infrastructure to withstand natural disasters.</li> <li>• Calls were made for increased investment in the road network and upgrades to detour routes to maintain safety and the ability to handle higher traffic volumes.</li> <li>• Many comments emphasised the need for improved transport infrastructure, including better road networks, rail services and air transport operations. Suggestions included:             <ul style="list-style-type: none"> <li>○ building more bypasses and dual-lane roads</li> <li>○ enhancing the Brown Mountain east-west corridor</li> <li>○ building a second high level crossing of the Yass River</li> <li>○ enhancing rail connectivity</li> <li>○ new rail loops and extensions, particularly on sections of single track on the Melbourne-Sydney-Brisbane lines which are susceptible to adverse weather</li> <li>○ support for the Australian Rail Track Corporation (ARTC) Southern Highlands Overtaking Opportunities project to improve flexibility and reliability.</li> </ul> </li> </ul>
<b>Emergency response, communication and technology</b>	<ul style="list-style-type: none"> <li>• Calls for a stronger focus on improving emergency response times and infrastructure resilience.</li> <li>• Enhancing mobile network infrastructure and ensuring access to essential services during emergencies was raised.</li> <li>• Suggestions were made for opportunities to improve the resilience and adaptability of the transport network through technology, education and policy enhancements.</li> </ul>
<b>Environmental and community considerations</b>	<ul style="list-style-type: none"> <li>• Several comments highlighted the importance of considering environmental impacts and community needs in planning. This included preserving natural landscapes, supporting community initiatives and ensuring sustainable development.</li> <li>• Concerns were raised that closures of key routes, like Kings Highway and Snowy Mountains Highway, can severely impact tourism and local economies.</li> </ul>

### Importance of draft initiatives

Survey respondents were provided a list of 17 draft initiatives that aligned to Resilience and were asked to select up to five that were most important to them.

Top five draft initiatives	
1	Identify critical transport routes which are subject to natural disaster and develop and deliver infrastructure and service improvements to create a more resilient transport network
2	Investigate improvements for key escarpment crossings, including Macquarie Pass, Clyde Mountain and Brown Mountain
3	Deliver on the Princes Highway Upgrade Program safety upgrades between Nowra and Moruya
4	Develop a program of service and infrastructure improvements to reduce travel times on the Sydney to Canberra rail corridor
5	Improve unscheduled event recovery times by improving our emergency response, undertaking preventative work and improving traffic detour opportunities

The full list of initiatives which have been developed is provided in the final Plan.

### How the final Plan reflects this feedback

We have updated the Plan to reflect what we heard from community and stakeholders about resilience and added or revised initiatives based on this feedback.

Key updates in the final Plan:

- recognised that achieving resilience on the transport network requires coordination across all levels of government, as closures and upgrades on state roads impact the capacity and condition of local networks
- reinforced the importance of alternative access routes and detours to maintain connectivity and support communities when major roads are closed.
- highlighted how network maintenance, timely upgrades and corridor strategies inform how Transport plans for long-term resilience on the transport network and bounces back from all types of disruptions.

Key updates to initiatives:

- prioritised key escarpment crossing like Brown Mountain, Clyde Mountain and Macquarie Pass with additional detail on the need for investigation and potential upgrades to these parts of the network
- incorporated resilience into corridor strategies across regional highways and rail networks as part of initiative development
- considered resilience in fire-prone areas among the many factors influencing planning and delivery of key road safety and upgrade initiatives
- removed examples of vulnerable locations from one initiative to acknowledge the region's varied impacts from natural disasters and traffic incidents, allow flexibility and ensure regional priorities reflect current risks and future needs.

8.2.7 Land use planning

The region is expected to continue to grow, and we heard that the transport network needs to adapt to meet the demands of new developments to ensure these areas are accessible and connected.

Both community and stakeholders are advocating for a more integrated and sustainable approach to land use planning and transport infrastructure development to support growing populations in regional towns and new development areas.

Comments suggested improving transport links to support growth and accessibility, particularly between regional areas and major cities.

Corridor protection was also raised to support transport corridors that facilitate connections between Sydney and Canberra.



112

Survey respondents provided feedback on this key theme



49

Survey respondents provided other suggestions and comments



10%

Of the South East and Tablelands population works in the ACT



Figure 14. Aerial view over Queanbeyan © Queanbeyan-Palerang Regional Council

## Summary of feedback received

Sub theme	Summary of feedback
<b>Transport infrastructure and connectivity</b>	<ul style="list-style-type: none"> <li>• Calls were made for improved transport links between regional areas and major cities like Canberra and Sydney.</li> <li>• Integrating public transport into new housing developments and ensuring connectivity of different services was viewed as essential.</li> <li>• Comments suggested that population growth is placing pressure on existing services, such as in Wingecarribee LGA, from growth occurring in southern Wollondilly.</li> <li>• Stakeholders raised that corridor protection is needed to support future transport projects that connect Sydney to Canberra, and facilitate better connections between Regional NSW and Greater Sydney</li> </ul>
<b>Land use planning</b>	<ul style="list-style-type: none"> <li>• We heard the importance of integrating land use planning with transport policy to ensure sustainable development.</li> <li>• There were many calls to connect existing and future housing development with additional transport options.</li> <li>• There was a strong focus on the need for better long-term planning, concentrating development around transport hubs and avoiding urban sprawl.</li> <li>• Feedback included calls to protect farmland, avoid building on flood-prone areas and ensuring new subdivisions integrate with existing communities.</li> <li>• The need to support growing populations in communities such as Murrumbateman, Boorowa and Harden was also a strong focus in feedback.</li> </ul>
<b>Cross-border issues</b>	<ul style="list-style-type: none"> <li>• We heard the ACT provides health, education and employment opportunities to neighbouring LGAs in the region. There were multiple suggestions for supporting housing development within ACT and at the border.</li> </ul>
<b>Environmental conservation</b>	<ul style="list-style-type: none"> <li>• Conservation of wildlife habitats and biodiversity was raised, with concerns over displacement of koalas and other sensitive species due to new developments.</li> <li>• Some survey respondents called for increased tree planting, the preservation of farmland, and a reduction in harmful practices, like logging, to support environmental sustainability in land use planning.</li> </ul>

### Importance of draft initiatives

Survey respondents were provided a list of five draft initiatives that aligned to Land Use Planning and were asked to select up to three that were most important to them.

Top three draft initiatives	
1	Enable housing supply by ensuring supporting transport upgrades are delivered in line with DPHI planned growth areas
2	Support the development of the Moss Vale Bypass project, including access improvements to the Southern Highlands Innovation Park (SHIP)
3	Investigate and preserve potential future corridors for rapid transit connections from Queanbeyan into the ACT network

The full list of initiatives which have been developed is provided in the final Plan.

### How the final Plan reflects this feedback

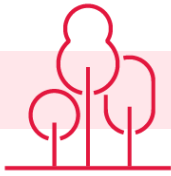
We have updated the Plan to reflect what we heard from community and stakeholders about land use and added or revised initiatives based on this feedback.

Key updates to the final Plan:

- incorporated further commentary on Yass as a strategic centre for future planning and housing investigation, which is reflected through the maps in the Plan and content
- expanded discussion of cross-border governance and housing delivery challenges, such as water security, infrastructure timing and growth scale
- clarified that population forecasts don't fully capture housing-led transport demand and highlighted the importance of planning around development activity and land release
- emphasised a place-based approach to ensure new and existing housing areas are connected to jobs, services and inclusive transport options

Key updates to initiatives:

- absorbed the direct initiative in the draft Plan to facilitate transport in growth areas into broader long-term outcomes that guide how Transport supports housing delivery across the region, acknowledging the need to consider all development across the region and state
- reinforced corridor protection for future projects that support transport connections between Sydney, Canberra and Melbourne, and cross-border throughout relevant initiatives
- addressed cross-border priorities with the ACT and Victoria through short and long-term initiatives, highlighting a commitment to ongoing regional coordination.



## 8.2.8 Environment

Reducing the impact of transport on the environment and building climate-resilient infrastructure is a priority for many community members and stakeholders in the region.

Feedback highlighted a strong emphasis on sustainable transport. To reduce carbon emissions and transport impact on climate change, there were calls for providing more public and active transport choices, as well as increasing low emission freight and buses. Better and more accessible electric vehicle (EV) charging infrastructure is also needed across the region to increase EV ownership.

Overall, stakeholders are supportive of the movement towards Net Zero, but also recognise the challenge to achieve this in the regions, in particular the ability of the road freight industry to transition given the current level of technology.

Environmental sustainability is also viewed as needing to be integrated across all transport projects, with a focus on climate resilience, protecting biodiversity and reducing pollution to support long-term regional growth.

Other issues raised included wildlife protection and the importance of integrating cultural landscape management.



142

Survey respondents provided feedback on this key theme



47

Survey respondents provided other suggestions and comments

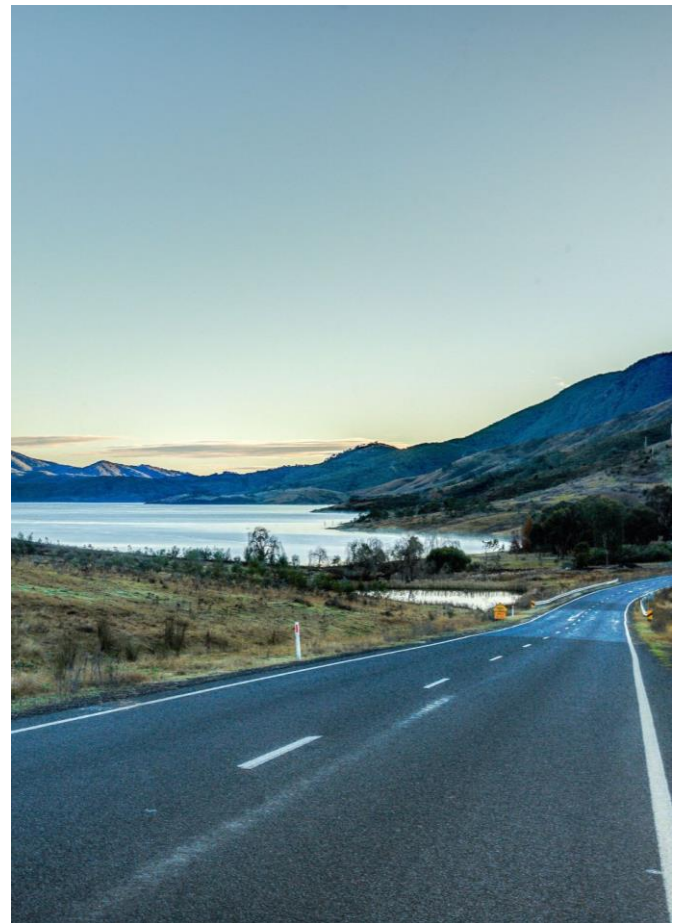


Figure 15. Snowy Mountains Highway through Kosciuszko National Park © DCCEEW

## Summary of feedback received

Sub theme	Summary of feedback
<b>Electric vehicle uptake and infrastructure</b>	<ul style="list-style-type: none"> <li>• There was a significant demand for improved electric vehicle charging infrastructure, particularly in rural and regional areas.</li> <li>• Feedback suggested that enhancing this infrastructure could boost tourism and support the transition to zero-emission vehicles.</li> <li>• There was a strong call for the fast-charging network initiative to be moved to the short-term, emphasising the importance of making charging stations available now to encourage faster uptake of EVs.</li> <li>• We heard calls from freight operators for alternative fuel infrastructure, such as heavy EV charging stations and hydrogen refuelling stations along key freight corridors, such as the Hume, Pacific and Newell highways.</li> <li>• Community groups advocated for initiatives to encourage private bus operators to run EV buses.</li> </ul>
<b>Renewable energy</b>	<ul style="list-style-type: none"> <li>• Calls for continued collaboration on renewable energy zones.</li> <li>• There were suggestions the Plan should consider the role of low-carbon liquid fuels (LCLFs), including renewable diesel, as an immediate and scalable pathway to emissions reduction.</li> <li>• We heard better strategic planning and investment across all viable low-emission technologies would ensure freight operators have the necessary infrastructure to transition to cleaner solutions without compromising efficiency and reliability.</li> </ul>
<b>Infrastructure and safety</b>	<ul style="list-style-type: none"> <li>• Concerns about road safety, particularly in areas prone to natural disasters like fires and floods, were raised.</li> <li>• There was a call for better infrastructure planning to ensure safe evacuation routes and resilient transport networks.</li> <li>• The need for viable public transport options and safe cycling paths emerged as a recurring theme in the feedback. Reducing reliance on private vehicles could contribute to decarbonisation efforts.</li> <li>• Rail infrastructure was recognised as an energy-efficient freight option.</li> </ul>
<b>Climate change</b>	<ul style="list-style-type: none"> <li>• Comments about increasing vulnerability of regional NSW to extreme weather events like bush fires, floods and droughts was a recurring theme.</li> <li>• Concerns that climate change impacts on tourism in the region, such as decreasing snow cover in alpine regions.</li> </ul>
<b>Wildlife and environmental conservation</b>	<ul style="list-style-type: none"> <li>• Comments discussed the importance of preserving natural habitats and managing wildlife corridors.</li> <li>• There was strong sentiment against activities like logging and the need for better land management practices.</li> </ul>
<b>Cultural and community engagement</b>	<ul style="list-style-type: none"> <li>• Some comments highlighted the importance of integrating Aboriginal cultural landscape management and community engagement in environmental planning.</li> </ul>

### Importance of draft initiatives

Survey respondents were provided a list of nine draft initiatives that aligned to Environment and were asked to select up to five that were most important to them.

	Top five draft initiatives
1	Identify critical transport routes which are subject to natural disaster and develop and deliver infrastructure and service improvements to create a more resilient transport network.
2	Develop a plan for an EV Fast Charging Network, identifying priority sites across the region
3	Investigate improvements for key escarpment crossings including Macquarie Pass, Clyde Mountain and Brown Mountain
4	Partner with freight companies to support increased uptake of low-emissions freight vehicles
5	Improve unscheduled event recovery times by improving our emergency response, undertaking preventative work and improving traffic detour opportunities

The full list of initiatives which have been developed is provided in the final Plan.

### How the final Plan reflects this feedback

We have updated the Plan to reflect what we heard from the community and stakeholders about the environment and added or revised initiatives based on this feedback.

Key updates in the final Plan:

- strengthened language around cultural landscape management and the importance of preserving biodiversity and natural habitats
- highlighted the importance of the nearby South West Renewable Energy Zone, and smaller renewable sites across the region
- recognition of Transport's Net Zero Policy and all of NSW government policies that underpin Transport's influence on reducing carbon emissions
- recognised the challenges of transitioning to EVs in freight and rural settings, while supporting the push for fast-charging stations and low-emissions vehicle alternatives
- corrections and updated EV registration data.

Key updates to initiatives:

- embedded net zero and environmental considerations across all transport initiatives, rather than treating them as a stand-alone initiative
- acknowledged EV infrastructure planning in the statewide initiatives, including collaboration with councils and industry to expand regional EV charging access
- no additional region-specific initiative for sensitive and scenic areas. This is because it will be more actively considered in corridor and project planning to avoid negative environmental impacts
- reinforced public transport, cycling infrastructure, and low emission freight as part of the region's shift towards sustainable, inclusive transport.



### 8.2.9 Economy

Enhancing the transport network is viewed as essential to support a thriving and diverse economy in the region, which includes tourism, agriculture, industry and movement of freight.

Feedback from community and stakeholders covered a variety of topics, including tourism, freight and passenger transport, rail trails, regional development and infrastructure improvements.

There is a strong a desire to better address seasonal peaks on the transport network and support year-round tourism. We also heard that tourism in the region needs to diversify to mitigate risks from climate change and seasonal downturns.

Stakeholders are keen to see strengthened transport links that support freight, industry and cross border connections between ACT and Victoria. In particular, we heard that agriculture is under-represented in moving produce between states and regions.



82

Survey respondents provided feedback on this key theme



26

Survey respondents provided other suggestions and comments



Figure 16. A popular tourist stop, the historic town of Braidwood © Queanbeyan-Palerang Regional Council

**Summary of feedback received**

Sub theme	Summary of feedback
<b>Tourism and local economies</b>	<ul style="list-style-type: none"> <li>• Tourism was highlighted as a critical component for local businesses, with suggestions to promote local tourism and develop infrastructure to support visitor access to regional areas.</li> <li>• We heard the seasonality of tourism and fluctuating visitor numbers puts pressure on the transport network during peak periods while leaving it underutilised during off peak times. Addressing these challenges is crucial for expanding the regional economy.</li> <li>• Rail trails, such as the Northern Rivers Rail Trail, were raised by stakeholders as having a significant positive economic impact.</li> <li>• Calls were made for rail trails to be prioritised in the short-term due to its potential to diversify tourism and generate economic growth.</li> </ul>
<b>Regional industry and economic development and cross border</b>	<ul style="list-style-type: none"> <li>• Investment in regional employment hubs and infrastructure is seen as necessary to support the growth and sustainability of rural areas, ensuring they are not overlooked in broader economic plans.</li> <li>• Cross-border connections between the transport hubs of Canberra Airport, the Eden Cruise Terminal and Merimbula Airport were identified as critical for travel and economic exchange between Bega Valley and the ACT.</li> <li>• There were stakeholder calls for developing air links between the South Coast and the ACT.</li> <li>• Snowy Mountains Highway was viewed as a vital transport link between the South Coast and Canberra for essential services like health and education. It also serves as a major route for visitors from the ACT to the coast.</li> </ul>
<b>Road and rail infrastructure</b>	<ul style="list-style-type: none"> <li>• We heard the need for improved road infrastructure, including bypasses and better commuter options, to support economic activity.</li> <li>• More balanced development between road and rail transport was highlighted.</li> <li>• Calls were made for enhancing passenger and freight rail networks were prominent.</li> <li>• There was support for reopening stations and improving rail access to boost regional connectivity and tourism.</li> </ul>

### Importance of draft initiatives

Survey respondents were provided a list of 17 draft initiatives that aligned to Economy and were asked to select up to six that were most important to them.

Top six draft initiatives	
1	Improve travel options and reduce traffic congestion in areas of high seasonal demand, including Snowy Mountains, Southern Highlands and South Coast.
2	Identify opportunities to optimise freight and passenger transport demand on the Main South Rail Line
3	Deliver on the Princes Highway Upgrade Program safety upgrades between Nowra and Moruya
4	Enable housing supply by ensuring supporting transport upgrades are delivered in line with DPHI planned growth areas
5	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
6	Develop a Hume Highway Corridor Strategy to inform future priority improvements

The full list of initiatives which have been developed is provided in the final Plan.

### How the final Plan reflects this feedback

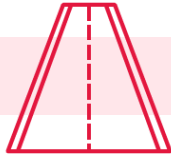
We have updated the Plan to reflect what we heard from the community and stakeholders about economy and added or revised initiatives based on this feedback.

Key updates in the final Plan:

- highlighted the economic importance of agriculture and regional produce movement
- acknowledged the role of regional airports and the broader influence of Western Sydney Airport, while noting limitations on state-level aviation planning
- emphasised the importance of year-round tourism, especially in managing seasonal peaks and climate risks
- recognised the short-term transport pressures caused by major festivals and events in the region
- recognised key industries within the region, not just tourism.

Key updates to initiatives:

- considered tourism, freight and job access across several initiatives, not just one initiative
- continued support for cycle tourism and rail trial development as part of the broader economic development and regional attraction strategies
- integrated cross-border travel and freight connections (especially ACT and Victoria) into short- and long-term planning priorities
- included freight corridor strategies and upgrades to support the safe and efficient movement of goods.



## 8.2.10 Road condition

The overall condition of roads in the region is a key concern for community, in particular the need for better road maintenance and permanent solutions rather than temporary fixes.

Community and stakeholders have raised concerns about the condition and capacity of key transport links across the region. Feedback highlights the need for integrated, multi-modal solutions that improve safety, reliability and long-term resilience of the network.

We heard that seasonal tourism and population growth is putting increasing pressure on local and regional road networks, especially in coastal and alpine areas, leading to congestion, safety issues and higher maintenance demands. Local councils and their communities feel the impacts on the network, particularly when infrastructure is not designed to handle peak visitor numbers and increasing freight volumes.

Stakeholders also called for a balanced approach to transport planning that prioritises the maintenance of existing assets and the development of new infrastructure. This includes better recognition of key freight and tourist routes, proactive planning for growth and climate impacts, and faster delivery of safety upgrades, town bypasses and corridor strategies.



385

Survey respondents provided feedback on this key theme



132

Survey respondents provided other suggestions and comments



2nd

Most selected theme to provide feedback on



Figure 17. Road maintenance work being carried out

## Summary of feedback received

Sub theme	Summary of feedback
<b>Road maintenance and repairs</b>	<ul style="list-style-type: none"> <li>Community feedback emphasised the need for permanent, ongoing maintenance rather than temporary fixes.</li> <li>Potholes, poorly executed repairs and quick patchwork were common issues in feedback, with calls for better, long-lasting solutions to keep roads in a safer condition.</li> <li>Feedback expressed frustration over repairs that fail after only a short period.</li> <li>Calls were made for better recognition and consideration of regional and local roads, especially those that support freight and tourism.</li> <li>Many important roads on the network within the region were highlighted for their poor condition and inadequate repairs, including Snowy Mountains Highway and Brown Mountain.</li> </ul>
<b>Funding and resource allocation</b>	<ul style="list-style-type: none"> <li>Feedback raised the need for increased funding and resources for local councils to maintain and improve road conditions.</li> <li>Comments about insufficient funding for local councils to maintain roads, especially in rural areas, with calls for additional resources for minor and unsealed roads.</li> <li>Some feedback called for more council accountability for road maintenance along with increased funding from the NSW government.</li> <li>Suggestions for shared responsibility and funding models to support areas impacted by seasonal visitor surges.</li> </ul>
<b>Infrastructure development and upgrades</b>	<ul style="list-style-type: none"> <li>Several comments suggested the need for infrastructure improvements, such as additional lanes and bypasses, to alleviate traffic congestion and improve safety.</li> <li>Calls were made for corridor specific studies to highlight how and where certain roads require further planning and investment.</li> <li>Requests for fast-tracked upgrades for key roads, intersections, town entry points and bypass routes.</li> <li>Upgrades like overtaking lanes, dual highways and better road surfaces were requested.</li> <li>There were calls for improvements to major routes, such as the Princes Highway and Monaro Highway, as well as roads leading to tourist areas.</li> <li>Suggestions were received for new bypasses, such as in Milton, Ulladulla and Moruya, highlighting growing concerns over congestion and unsafe driving conditions on busy routes.</li> <li>Alternative routes to avoid congested areas and hazardous roads, particularly in times of emergency or during peak travel periods, were suggested as vital for better flow and safety.</li> </ul>
<b>Safety concerns</b>	<ul style="list-style-type: none"> <li>Safety concerns are widespread, particularly in town centres and along major highways, with calls for speed reviews, safer crossings and pedestrian-friendly transport networks.</li> </ul>

	<ul style="list-style-type: none"> <li>• Feedback highlighted safety issues due to poor road conditions, a lack of overtaking lanes and increase in vehicles on the network.</li> <li>• There are concerns over the increasing number of fatalities, especially on heavily trafficked roads.</li> <li>• Safety measures like reducing speed limits and improving visibility through better signage were suggested.</li> </ul>
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**Importance of draft initiatives**

Survey respondents were provided a list of five draft initiatives that aligned to Road Condition and were asked to select up to three that were most important to them.

Top three draft initiatives	
<b>1</b>	Investigate improvements for key escarpment crossings including Macquarie Pass, Clyde Mountain and Brown Mountain
<b>2</b>	Identify critical transport routes which are subject to natural disasters, and develop and deliver infrastructure and service improvements to create a more resilient transport network
<b>3</b>	Deliver targeted Safety and Efficiency Upgrade Projects on the state road network, including priorities as part of the Princes Highway Upgrade Program

The full list of initiatives which have been developed is provided in the final Plan.

**How the final Plan reflects this feedback**

We have updated the Plan to reflect what we heard from community and stakeholders about road condition and added or revised initiatives based on this feedback.

Key updates to the Plan:

- acknowledged feedback received, most of which was focused on location specific issues which have been addressed below through the initiatives.

Key updates to initiatives:

- shifted focus toward corridor-wide planning rather than isolated road fixes to address broader issues related to road condition, capacity and reliability
- added example locations and detail to town entry treatments and priority upgrade programs
- clarified initiatives covering the Hume and Barton highways to specify what will be delivered and where
- targeted key regional corridors with new and refined medium-term upgrades to better manage congestion and improve resilience during peak times and natural disasters
- considered seasonal traffic, freight, and tourism routes when determining which corridors to prioritise for study, business cases, or infrastructure upgrades.

## 8.3 Plan objectives

As part of consultation, we asked survey respondents what they thought of the draft Plan's objectives. The objectives represent the key priorities that are fundamental to strategic transport planning and describe the outcomes we aim to achieve. They will demonstrate how the Plan's vision has been realised.

The community was invited to provide feedback on the objectives within the survey or via quick poll on the Have Your Say page.

### 8.3.1 Objectives of the draft Plan



#### **Starting with Country**

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



#### **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 region



#### **A safe transport network**

Reduce fatalities and serious injuries on the transport and water network



#### **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



#### **A thriving and diversifying economy**

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



#### **Resilient networks**

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



#### **Net zero emissions**

Contribute to achieving the emissions reductions targets as outlined in the Net Zero and Climate Change Policy



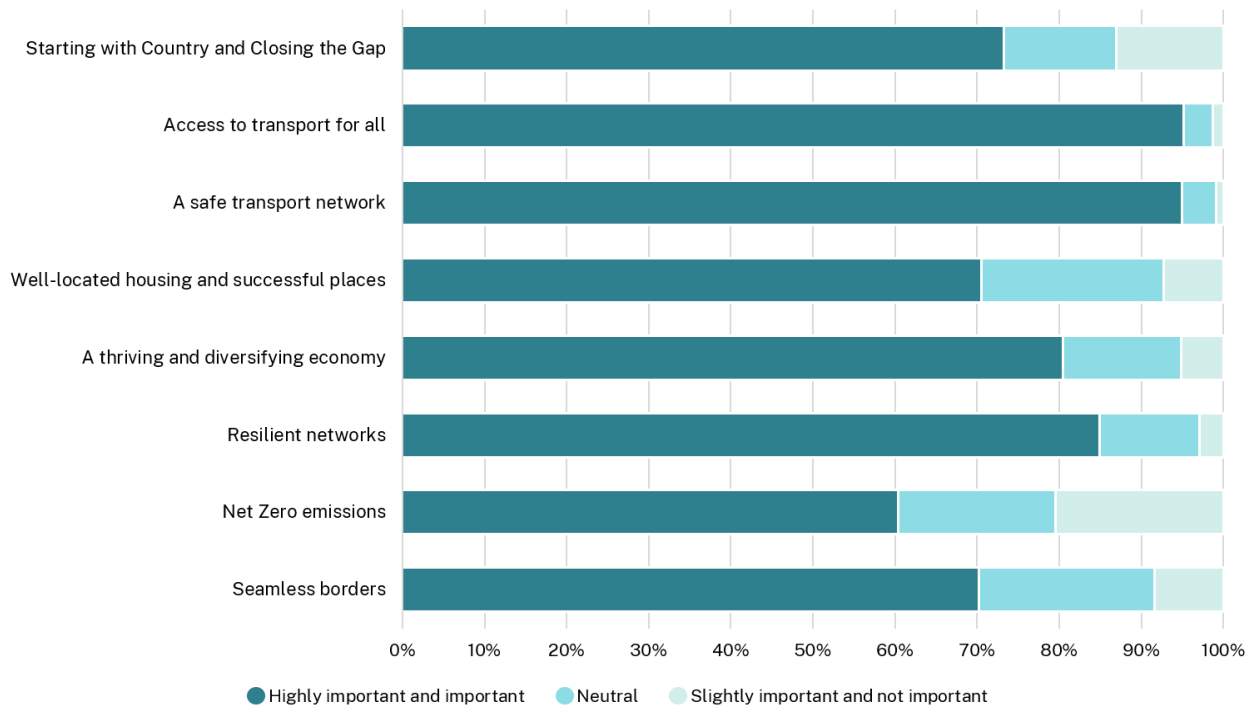
#### **Seamless borders**

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

### 8.3.2 Key takeaways from community feedback

- Over 60 per cent of survey respondents considered all eight objectives to be either 'very important' or 'important'. This highlights that all of the Plan's objectives are broadly supported by the community.
- 'Access to transport for all' was the top priority, chosen by 73 per cent of survey respondents, and 47 per cent of quick poll participants.
- 'A safe transport network' was the second highest priority with 70 per cent of survey respondents rating it of 'high importance' and 20 per cent of quick poll respondents ranking it 'most important'.
- This strongly reflects what we also heard in submissions and open comments, where feedback focused heavily on improving equitable access to transport options and services, as well as the importance of safety.
- These two objectives directly benefit all communities and people within the region, regardless of the mode of transport they use or where they live.
- The next most selected high importance objectives were 'Starting with Country and Closing the Gap', selected by 45 per cent of survey respondents. This was closely followed by 'Resilient networks' selected by 44 per cent of survey respondents.

Importance of objectives to survey respondents



## 8.4 Transport improvements

We asked survey respondents about the types of transport improvements most important to them. Respondents were asked to select up to five options from the list.

The top six transport improvements chosen by both individuals and organisations were:

- public transport availability
- public transport frequency and reliability
- road condition and maintenance
- safer roads and intersections
- walking paths and trails
- connections between transport choices.

This aligns with the key themes where public transport, safety, road condition and active transport were the key priorities.

Initiatives for the region have been identified to address the challenges of the region and to leverage current and future opportunities.

### Transport improvements for consideration:

- walking paths and trails
- cycling facilities
- public transport availability
- public transport frequency and reliability
- safer roads and intersections
- road condition and maintenance
- traffic congestion
- connections between transport choices (e.g. bike parking to public transport, bus to train etc.)
- environmental sustainability
- EV charging infrastructure
- disability access
- public use rest stops
- freight loading zones
- freight rest stops
- freight transport routes
- Aboriginal heritage interpretation and cultural information.

## 8.5 Other feedback and insights

Twenty survey participants opted to provide 'other' feedback rather than by theme, however most of this feedback did fall under one of the key themes summarised in Section 8.1.

Feedback highlighted concerns about inadequate public transport in regional areas. The need for a balanced approach that includes all forms of transport was raised, with specific mentions of projects like the high-speed rail and rail freight lines.

Comments showed strong support for improving road safety and efficiency, with specific suggestions for additional overtaking lanes and better road maintenance. Environmental concerns were raised about road wildlife safety, highlighting a need to better protect animals on roads.

At the end of the survey, respondents were also given the opportunity to provide any final feedback. 353 responses were received which covered a range of topics which again mostly fell under the existing key themes summarised in Section 8.1.

Many respondents emphasised the need for road upgrades and better maintenance in regional areas. Safety concerns and the need for additional overtaking lanes were frequently mentioned.

There was also strong demand for improved public transport, including better connectivity and more reliable bus and train services. Increased frequent and faster rail services between major cities and regional areas was also recurring theme, with criticism of current capacity. Environmentally friendly and sustainable transport options like rail trails and active transport infrastructure were also advocated for.

Social impacts, such as isolation and inequity due to insufficient transport options was also raised. Respondents expressed frustration with government planning and execution, citing a lack of follow through on projects and the need for better consultation with local communities.

## 9. Thank you

The final Plan for the South East and Tablelands has been shaped by significant engagement with key stakeholders and broader community in the region.

We would like to thank everyone who has provided feedback, whether it be via map pin, survey response, at a pop up or by formal submission. We heard a huge range of transport related issues and your insights have helped us better understand the region, and the challenges, needs, and opportunities for communities in the South East and Tablelands and the ACT.

The final Plan comprises of 60 short and medium-term, as well as long-term and statewide outcomes. Some of these initiatives are already in planning while other new priorities will require further investigation to determine their feasibility. The final Plan includes more detail about how we will deliver the initiatives, including governance and reporting.

As we deliver the Plan, we will continue to work collaboratively with local government, other stakeholders and communities.

Thank you again for your ongoing involvement and interest in future transport planning.



Figure 18. Community consultation in Crookwell



Car driving on a regional road in NSW at sunset.

## 10. Appendices

### 10.1 Appendix A – Summary of consultation for the draft Regional Transport Plan

Engagement was carried out in the South East and Tablelands region for the former draft Regional Transport Plan (draft RTP). The draft RTP was placed on public exhibition from Friday 16 December 2022 until Friday 24 February 2023.

Transport values the contributions communities and stakeholders provided during consultation on the former draft RTP. The insights gained from the draft RTP engagement has been pivotal to the development of the final SRITP.

Draft Regional  
Transport Plan  
online survey



620

People completed the survey

Formal submissions  
on the former draft  
Regional Transport  
Plan








40

Formal written submissions received

## 10.2 Appendix B – Summary of targeted engagement during development of the draft SRITP

Early engagement during the development of the draft SRITP was carried out in 2024. A summary of the engagement is below with full details and stakeholders in the Early Engagement Report.

More than <b>25</b>		Meetings and briefings
More than <b>500</b>		Ideas and suggestions
<b>16</b>		Pins on the Have Your Say portal
<b>3</b>		Regional locations visited
<b>7</b>		Submissions received

## 10.3 Appendix C – Media release opening community consultation on draft SRITP

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**Jenny Aitchison**  
Minister for Regional Transport and Roads



### Media Release

## Community invited to shape future South East and Tablelands transport system

#### Monday, 16 December 2024

People who live, work or play in South East and Tablelands communities are being invited to have their say on a draft blueprint for the region's future road and transport network as part of the Minns Labor Government's work to build better communities.

The draft South East and Tablelands Strategic Regional Integrated Transport Plan (SRITP) outlines a vision for regional transport where communities are more better connected by high quality road and transport infrastructure and services.

By identifying actions governments can take to improve transport options in line with future population growth and projected demographic changes, the draft SRITP presents potential short, medium and long term progress opportunities for the community to consider.

Building on previous planning documents and developed through extensive consultation with local councils, members of parliament and community groups, the draft SRITP is now being shared with the broader community for the first time.

Community members can view the draft SRITP and provide comment until 28 February, 2025, by visiting [www.haveyoursay.nsw.gov.au/sritp/south-east-and-tablelands](http://www.haveyoursay.nsw.gov.au/sritp/south-east-and-tablelands)

A survey has been designed to allow community to easily provide feedback on the key themes heard so far and the initiatives in the plan.

More detailed feedback is also welcome and can be uploaded or sent to [engage.sritps@transport.nsw.gov.au](mailto:engage.sritps@transport.nsw.gov.au)

During the public feedback period in February, Transport for NSW representatives will also be out talking to local communities in the region, listening to feedback at various pop-up locations.

#### **Minister for Regional Transport and Roads Jenny Aitchison said:**

"For too long there has been an ad-hoc, disjointed, siloed approach to planning for future road and transport infrastructure in regional NSW. I know that to deliver real solutions for regional communities, we have to listen to regional communities.

"The SRITPs we are developing in nine regions across NSW will change this and help better guide future government decision making around investments and community priorities.

"I urge all residents, businesses, community and industry groups to visit the website, take a look at the draft plan and share your feedback.

"A lot of work has gone into developing the draft and we want to make sure Transport for NSW gets it right when it comes to developing the final plan.

"Once all feedback is considered, the final plan will be prepared and released next year.

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"The final plan will be accompanied by an implementation plan to ensure we deliver better transport and road networks across the region and I am excited to see what the community feedback is and what the final plan looks like."

**MEDIA: Ryan Young | Minister Aitchison | 0477 608 886**

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## 10.4 Appendix D – Key stakeholders we engaged with during consultation on the draft SRITP

Stakeholder	Date(s)
Hilltops Council	<ul style="list-style-type: none"> <li>• Council briefing 3 February</li> </ul>
Yass Valley Shire Council	<ul style="list-style-type: none"> <li>• Council briefing 3 February</li> <li>• Councillor meeting 11 February</li> </ul>
Wingecarribee Shire Council	<ul style="list-style-type: none"> <li>• Council briefing 4 February</li> </ul>
Snowy Monaro Regional Council	<ul style="list-style-type: none"> <li>• Council briefing 5 February</li> <li>• Councillor meeting 6 March</li> </ul>
Queanbeyan Palerang Regional Council	<ul style="list-style-type: none"> <li>• Council briefing 4 Feb</li> <li>• Councillor meeting 22 Jan</li> </ul>
Eurobodalla Shire Council	<ul style="list-style-type: none"> <li>• Council briefing 5 briefing</li> <li>• Councillor meeting 11 March</li> </ul>
Goulburn Mulwaree Regional Council	<ul style="list-style-type: none"> <li>• Council briefing 5 February</li> </ul>
Upper Lachlan Shire Council	<ul style="list-style-type: none"> <li>• Council briefing 3 February</li> </ul>
Bega Valley Shire Council	<ul style="list-style-type: none"> <li>• Council briefing 4 February</li> </ul>
Canberra Regional Joint Organisation	<ul style="list-style-type: none"> <li>• CRJO briefing 7 February</li> </ul>
ACT Government	<ul style="list-style-type: none"> <li>• ACT Government briefing 11 February 2025</li> </ul>
South East Australia Transport Strategy (SEATS)	<ul style="list-style-type: none"> <li>• SEATS briefing 21 February</li> </ul>
Department of Primary Industries and Regional Development (DPIRD)	<ul style="list-style-type: none"> <li>• DPIRD briefing 14 March</li> </ul>

South East and Tablelands  
Strategic Regional Integrated Transport Plan  
Consultation Summary Report

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