

TfNSW ILLAWARRA-SHOALHAVEN REGIONAL TRANSPORT PLAN (DRAFT) – 2021 to 2041

A Submission by Regional Development Australia
(RDA) - Illawarra



29 January 2021

Executive Summary

Regional Development Australia (RDA) Illawarra welcomes the opportunity to provide comment on the Illawarra-Shoalhaven Regional Transport Plan (Draft RTP) – 2021 to 2041 developed by Transport for New South Wales (TfNSW).

Overall, RDA is supportive of the vision in the Draft RTP and the objectives developed to deliver the six key themes. The goal of developing the Regional Transport Plan alongside the Regional Plan is a progressive move and one for which TfNSW and the Department of Planning, Infrastructure & Environment (DPIE) should be congratulated.

The Draft RTP provides a high-level strategic plan for transport to, from and within the Illawarra-Shoalhaven. Despite the lack of detailed planning developed in a strategic document, RDA Illawarra feels more detail can be included to connect the initiatives of the Draft RTP with economic growth of the region. This could provide the opportunity to prioritise initiatives and their timing as well as to identify the cost to the region (and the State) if they are not forthcoming.

The RDA suggests that there should be alignment of the proposed initiatives of the Draft RTP and the listed transport infrastructure in the Draft Special Infrastructure Contribution (SIC) for key growth areas in the region.

RDA Illawarra believes that delivery and progress reporting are key to maintaining community trust in the planning process and has made recommendations to improve transparency in that area.

RDA Illawarra proposes these recommendations:

Connected

1. A complete review of public transport services should be undertaken using the hub-and-spoke concept to ensure that multi-modal journeys (including on-demand and place-to-place) can be completed effectively, efficiently and with seamless interchanges
2. Include the development of the Fast Rail Strategy (from Sydney to Bombaderry) as a key deliverable for TfNSW in the next five years
3. Ensure there is mobile connectivity for all commuters in the rail corridor from Illawarra-Shoalhaven to Greater Sydney
4. Accelerate plans for introduction of improved public transport options from the Illawarra-Shoalhaven to destinations for employment, health, education, relaxation and commerce in the Campbelltown, Appin, Picton and the Wilton / Macarthur growth areas
5. Picton Rd and Mt Ousley upgrades to be accelerated and delivered within the next five years (by 2026) – a goal in line with Illawarra Business Chamber recommendation and the agreed regional timing in the Illawarra-Shoalhaven City Deal Prospectus
6. Ensure there is an efficient and safe southern crossing of the escarpment east-to-west by 2030. This could be achieved through an upgrade of MR92.

Safe

7. Accelerate the assessment and introduction of ITS safety solutions.

Liveable

8. The transport network that enables “successful places” should include an indication of the economic impact of the RTP in supporting those successful places (i.e. What is best ‘bang for buck’?).

Adaptive

9. Improved service planning and marketing could make point-to-point services more visible and, hence, successful
10. Assess and define the metrics (KPIs) required to measure success for increasing the number of trips made by walking, cycling and public transport, and at what frequency. Establish measurement protocol
11. Determine the policy settings that will encourage commuters to use active means or public transport for short trips and the state-wide performance measures against which success will be measured
12. Review progress of initiatives to encourage walking, cycling and public transport after Year 2 and assess success with stakeholders
13. Engage with Regional communities to develop a suite of policy measures that directly support consumers in the purchase of electric / ‘green’ fuel vehicles
14. Actively support and, if necessary, co-fund a trial of hydrogen-powered vehicles for heavy haulage from Port Kembla
15. The impact of work-from-home and online shopping trends needs to be regularly measured and assessed as part of the overall planning by TfNSW.

Productive

16. Accelerate duplication of Picton Rd, widening of Mt Ousley Rd and construction of an effective interchange at the bottom of Mt Ousley for completion by 2026
17. Assess regional economic impact of designating Macquarie Pass as unsuitable for heavy vehicles and caravans, or improve the road to create a safe and efficient east-west transport link for heavy vehicles
18. Accelerate the development of the business case for South West Illawarra Rail Link (SWIRL), and its ultimate completion by 2032
19. Clarify the current and future policy settings - at all levels of government - that encourage the further development and trialling of autonomous vehicles and drones to address the first and last-mile barriers presented by freight and passenger travel.

Alignment, Delivery & Progress Reporting

20. Development and publication of a Delivery Progress Dashboard that summarises progress on each initiative in 'real time', against previously developed milestones (i.e. better transparency)
21. Each five-yearly iteration of the Regional Transport Plan should include a summary of progress on initiatives developed in the previous Plan
22. Develop a summary of the economic benefits of the Regional Transport Plan to the region to allow prioritisation of projects and initiatives
23. Ensure the key SIC road and transport infrastructure items are identified among the initiatives of the Illawarra Shoalhaven RTP.

Background

The Illawarra-Shoalhaven Regional Transport Plan (RTP) has been developed in support of the vision in Future Transport 2056 and provides a regional focus of how people and goods will travel to, within and through the Illawarra-Shoalhaven region by 2041. It has been developed in conjunction with the Illawarra-Shoalhaven Regional Plan 2041 and proposes actions that complement the objectives of that plan.

The RTP outlines five **trends** that need to be considered in shaping the transport needs of the region:

1. **A growing population.**

Despite population forecasts for the region having been affected by the COVID-19 pandemic, (most regional growth comes from immigration), population growth will resume as the global community comes to terms with the coronavirus.

It is also recognised that the regional population is ageing – those older than 65 years will make up more than a quarter of the population by 2041 and this creates other issues of mobility.

2. **The identification of regionally significant precincts.**

These precincts will deliver employment and housing for the growing population and the topography of the region dictates that greenfield sites will be to the south and west of the region, or towards Western Sydney

3. **An expanding freight task.**

Increased population and economic activity will require more freight volume in, out and through the region – both by road and rail. The Port of Port Kembla is identified as a future container terminal to augment capacity at Port Botany. This is in addition to its current functions for vehicle imports, grain and coal exports.

4. **The influence of Western Sydney.**

The proximity of Western Sydney and its planned 'aerotropolis' will inevitably have an impact on the Illawarra-Shoalhaven region – both for employment and housing. Port Kembla and Port Botany are both the same driving time from Western Sydney airport, despite their geographical location, and the Illawarra provides a beachside lifestyle that could be attractive to many who live or work further west.

5. **A low emissions future.**

The transport sector is a major contributor to greenhouse gas emissions, and this will need to be addressed if Regions and States are to achieve their stated vision of being net carbon neutral by the middle of the century. Transport technology, commuting options and consumer behaviour (regarding necessity of journey and selected mode of transport) will all need to be addressed if this is to be achieved.

In response to these trends, the RTP creates a **vision** that will see:

- a. One in five (20%) of journeys made by active (walking, cycling) or public transport (a doubling of these modes from 2016 figures)
- b. A goal of zero transport-related fatalities and serious injuries
- c. More personalised mobility options supported by better real-time information
- d. More of the population that can access a regional centre within a 30-minute

- journey by public transport
- e. Increased availability and usage of on-demand or point-to-point transport options to support multi-modal journeys
- f. Effective and safe multi-modal transport connectivity with Greater Sydney
- g. A seamless flow of freight
- h. First Mile / Last Mile challenges addressed and overcome
- i. Low(er) emissions from transport-related activities
- j. Improved management practices and use of technology that will deliver a more resilient transport network.

Achievement of the vision will be delivered through planned activities in six key **theme areas**:

1. Connected
2. Safe
3. Liveable
4. Adaptive
5. Productive
6. Resilient.

RDA Illawarra has reviewed and commented on each of these themes and their associated objectives in the table below. Where appropriate, recommendations or suggestions have been made that could improve the overall plan or its delivery.

Review of Objectives

	Objective	RDA Comment
CONNECTED	1. Increased population within 30-minute public transport trip of a regionally significant centre	<p>The public transport options currently available show that over a third (33%) of the population live outside the 30-minute catchment for travel time to a regionally significant centre using public transport. This increases to nearly half (50%) during weekend periods when transport frequency is reduced.</p> <p>RDA would like to see a betterment of the 30—minute public transport trip target, which should be achievable in regional areas, through a complete review of public transport services undertaken using the hub-and-spoke / corridor concept to ensure that multi-modal journeys (including on-demand and place-to-place) can be completed effectively, efficiently and with seamless interchanges.</p> <p>TfNSW plans to increase train frequencies and boost capacity on the Illawarra & South Coast lines are welcome but do not address the journey duration from Bombaderry to Sydney and the lack of a direct passenger or freight rail service to Western Sydney.</p> <p>Finally, the introduction of Rapid Bus Packages for key Wollongong routes should improve service times but may not be sufficient to attract passengers from the convenience of their private vehicles.</p> <p>Recommendation:</p> <ol style="list-style-type: none"> 1. A complete review of public transport services should be undertaken using the hub-and-spoke concept to ensure that multi-modal journeys (including on-demand and place-to-place) can be completed effectively, efficiently and with seamless interchanges. 2. Include the development of the Fast Rail Strategy (from Sydney to Bombaderry) as a key deliverable for TfNSW in the next five years

	Objective	RDA Comment
CONNECTED	<p>2. Connectivity between Metro Wollongong and Greater Sydney by public transport is safe, reliable, comfortable and safe</p>	<p>The introduction of the New Intercity Fleet of trains will deliver more comfortable seating but TfNSW needs to ensure that the decreased seating capacity is more than compensated by increased service frequency and number of carriages noted in the roll-out of 'More Trains, More Services' on the Illawarra & South Coast lines. Improved comfort is no comfort if you cannot get a seat – the common lament of many Illawarra rail commuters.</p> <p>Inclusion of charging ports for mobile devices is an improvement, but most devices get minimal usage on the Wollongong – Sydney journey as there is no mobile signal for much of the journey; this needs to be addressed.</p> <p>Given the lack of rail link to the west, improved bus services are the only short-term option to link Wollongong with Campbelltown, Appin, Picton and the Wilton / Macarthur growth areas. Investigation and implementation of this option needs to be accelerated, as do other transport options including SWIRL (and SCIRT).</p> <p>Recommendation:</p> <ol style="list-style-type: none"> 3. Ensure there is mobile connectivity for all commuters in the rail corridor from Illawarra-Shoalhaven to Greater Sydney 4. Accelerate plans for introduction of improved public transport options from the Illawarra-Shoalhaven to destinations for employment, health, education, relaxation and commerce in the Campbelltown, Appin, Picton and the Wilton / Macarthur growth areas.

	Objective	RDA Comment
CONNECTED	3. Future residents of regionally significant growth areas are within a 30-minute public transport trip of a regionally significant centre	<p>As for Objective 1.</p> <p>It is also worth noting that the nearest regionally significant centre may not be the one in which commuters work or choose to shop or relax.</p>
	4. Maintain reliable north-south and east-west transport spines	<p>Assess if MR92 (Nerriga Rd) and the Illawarra Highway are currently suitable safe and reliable transit options for heavy vehicles.</p> <p>Absent these options, that leaves the only regional east-west routes to Western Sydney as Picton or Appin Roads. Transport options from the Shoalhaven are limited to road and - for the proposed High Productivity Vehicles - to journeys that will require driving north to transit west.</p> <p>Planned improvements of the Princes Highway from Nowra to the Victorian border are appreciated, as is initial funding for the planned improvements to Mount Ousley Road (widening and new intersection).</p> <p>The east-west transport corridors are vital links between the region and Western Sydney with Picton Rd and Mount Ousley currently carries much of the freight burden for the region. Planned improvements to Picton Road and Mount Ousley should be delivered as a matter of urgency to ensure that transport infrastructure can safely and efficiently deal with the increased demands of a growing population along the east-west corridor.</p> <p>Recommendation:</p> <ol style="list-style-type: none"> 5. Picton Rd and Mt Ousley upgrades to be accelerated and delivered within the next five years (by 2026) – a goal in line with Illawarra Business Chamber recommendation and the agreed regional timing in the Illawarra-Shoalhaven City Deal Prospectus 6. Ensure there is an efficient and safe southern crossing of the escarpment east-to-west by 2030. This could be achieved through an upgrade of MR92.

	Objective	RDA Comment
SAFE	1. Proactively address road safety deficiencies and high-risk sections of the road network	RDA Illawarra fully supports initiatives that can make roads and driving safer. This includes driver training, road improvements, behavioural initiatives, appropriate speed limits and reducing the number of individual journeys.
	2. Crash-clusters are addressed	Encouragement of active transport use will require improved safety for cyclists through either physical separation, appropriate speed limits for vehicles, or both.
	3. Speed zones support improved safety outcomes for all customers	
	4. Utilise technology to improve safety outcomes	<p>Use of technology such as Cooperative Intelligent Transport Systems (C-ITS) are beneficial but will require significant investment and time to develop.</p> <p>Use of existing technology (point to point speed cameras) for ALL vehicles may provide a more immediate road safety initiative.</p> <p>Recommendation:</p> <p>7. Accelerate the assessment and introduction of ITS safety solutions.</p>

	Objective	RDA Comment
LIVEABLE	1. A transport network that enables successful places	<p>RDA is supportive of the Movement and Place framework and the creation of precincts that define opportunities for communities and economic development alongside high-level movement corridors.</p> <p>However, to the lay-person this objective appears vague and reliant on development of a framework to create Place-Based Plans in collaboration with others (i.e. a plan to make a plan but no specific outcome).</p> <p>No focus on freight other than Last Mile deliveries.</p> <p>Recommendation:</p> <p>8. The transport network that enables successful places should include the economic impact of the RTP in supporting “successful places” (i.e. What is best ‘bang for buck’?) .</p>
	2. A transport network accessible to all customers regardless of age, ability and income	RDA supports the initiatives noted in this section – especially in the light of our ageing population.
	3. Improved travel information and legibility for all customers	RDA supports the initiatives noted in this section and hopes that the mobile connectivity required to deliver it will extend to supplying a reliable Wi-Fi or 4G/5G signal to all commuters throughout their journey.

	Objective	RDA Comment
ADAPTIVE	<p>1. Increase the number of trips made by walking, cycling and public transport across the Illawarra-Shoalhaven [to 20% of all trips – from 10%]</p>	<p>The initiatives proposed to reduce the barriers to walking and cycling and to increase the frequency and speed of train and bus services are supported by RDA. The challenge is how to persuade commuters to abandon the convenience of private vehicles for multi-modal journey alternatives that include walking, cycling or public transport; an undertaking complicated by an ageing population with potentially lower mobility and desire to adopt active commuting in later life.</p> <p>Community-based point-to-point options are currently constrained to people with limited mobility (through age or disability) and those who are socially isolated by distance and have no other means of transport. The market is dominated by for-profit providers (taxis, ride share), with regional low-cost or free services lacking financial viability. Improved service planning and marketing could make these services more visible and, hence, successful. In the short term, this leaves public transport as the only viable option to reduce reliance on private vehicles. Encouraging people onto public transport will require policy settings that rapidly develop the required infrastructure (personal access, bus lanes, intermodal connections), efficient and effective timetabling (intermodal integration), network reach and commuter education.</p> <p>Longer term, the advent of autonomous vehicles may provide access to cheap, available and efficient point-to-point transport options, as well to overcome first mile/last mile challenges.</p> <p>Finally, measures of commuter behaviour are currently taken as part of the ABS Census, which has a five-year cycle. This is not frequent enough to provide feedback to planners or commuters about the success of initiatives. A more frequent survey methodology needs to be devised.</p> <p>Recommendation:</p> <ol style="list-style-type: none"> 9. Improved service planning and marketing could make point-to-point services more visible and, hence, successful 10. Assess and define the metrics (KPIs) required to measure success for increasing the number of trips made by walking, cycling and public transport, and at what frequency. Establish measurement protocol. 11. Determine the policy settings that will encourage commuters to use active means or public transport for short trips and the state-wide performance measures against which success will be measured 12. Review progress of initiatives after Year 2 and assess success with stakeholders

	Objective	RDA Comment
ADAPTIVE	2. Facilitate the fleet transition to emissions-free technology	<p>RDA supports the initiatives proposed in the RTP but believes that government can do more to promote the uptake of electric vehicles – beyond its own purchasing targets and support to extend charging networks. Both these need to continue but direct support to potential buyers of electric vehicles, (such as free or discounted registration, reduced road tolls) would further encourage uptake – especially if coupled with a public education program on the benefits of electric vehicles.</p> <p>The fuel of the future – especially for heavy haulage – may well be hydrogen. The Illawarra-Shoalhaven is well positioned to be a pilot for hydrogen vehicles: the gas is already produced in bulk at Port Kembla (Coregas) and there is a predominance of road-based, short duration heavy haulage (coal, vehicle imports).</p> <p>Recommendation:</p> <p>13. Engage with Regional communities to develop a suite of policy measures that directly support consumers in the purchase of electric / 'green' fuel vehicles</p> <p>14. Actively support and, if necessary, co-fund a trial of hydrogen-powered vehicles for heavy haulage from Port Kembla</p>
	3. Embrace technology to reduce the need for travel	<p>The COVID-19 pandemic has changed society forever. The 'new normal' will see increased numbers of people working from home and shopping online – only the size of the impact is unknown. The result will be fewer, shorter journeys and an increase in local community 'hub' economies. The potential exists to encourage more active transport options.</p> <p>Recommendation:</p> <p>15. The impact of work-from-home and online shopping trends needs to be regularly measured and assessed as part of the overall planning by TfNSW.</p>

PRODUCTIVE	Objective	RDA Comment									
	1. Roads support the efficient movement of freight to, from and within the region	<p>RDA believes that road and rail connectivity are crucial to the future economic development of the Illawarra-Shoalhaven, which is why transformative transport infrastructure features prominently in the Illawarra-Shoalhaven City Deal Prospectus.</p> <p>Improvements to Picton Rd (duplication) and Mt Ousley (widening and interchange) are immediate priorities and should be funded for completion as a matter of urgency. This is more critical if – as noted in the RTP - there are plans to introduce Higher Productivity Vehicles (HPVs) to the region.</p> <p>A safe and efficient southern east-west crossing link from the Shoalhaven (potentially by upgrading MR92 [Nerriga Rd]) takes on increased importance as it would not only reduce congestion on Picton Rd but also provide economic freight benefits to industries in the Shoalhaven and southern Illawarra.</p> <p>The continued funding of the Illawarra Highway – and Macquarie Pass – as a heavy vehicle route needs to result in a significant improvement that creates an efficient and safe transport link suitable for heavy goods vehicles.</p> <table border="1" data-bbox="927 794 1912 1034"> <thead> <tr> <th>Incident Involving...</th> <th>Number of Incidents 2019-2021(YTD)</th> </tr> </thead> <tbody> <tr> <td>Truck/Bus</td> <td>19</td> </tr> <tr> <td>Car</td> <td>16</td> </tr> <tr> <td>Other</td> <td>7</td> </tr> <tr> <td>TOTAL</td> <td>42</td> </tr> </tbody> </table> <p><i>Table 1: Vehicle Incidents on Illawarra Highway (Macquarie Pass) 2019-21YTD excluding roadworks, fallen trees, flooding & debris on road (Source: snarl.com.au)</i></p> <p>Recommendation:</p> <ol style="list-style-type: none"> 16. Accelerate duplication of Picton Rd, widening of Mt Ousley Rd and construction of an effective interchange at the bottom of Mt Ousley for completion by 2026 17. Assess regional economic impact of designating Macquarie Pass as unsuitable for heavy vehicles and caravans, or improve the road to create a safe and efficient east-west transport link for heavy vehicles 	Incident Involving...	Number of Incidents 2019-2021(YTD)	Truck/Bus	19	Car	16	Other	7	TOTAL
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	Objective	RDA Comment
PRODUCTIVE	2. Rail supports the efficient movement of freight to, from and within the region	<p>RDA believes that road and rail connectivity are crucial to the future economic development of the Illawarra-Shoalhaven, which is why transformative transport infrastructure features prominently in the Illawarra-Shoalhaven City Deal Prospectus.</p> <p>A rail link along the Maldon-Dombarton corridor needs to be completed as a matter of urgency. Its development as the South West Illawarra Rail Link (SWIRL) will deliver a key transport corridor between the Illawarra-Shoalhaven (and Port of Port Kembla) for freight and passengers.</p> <p>Simultaneous development of a container handling facility at Port Kembla and an intermodal terminal at Wilton could accelerate the development of the port and assist in delivering a vastly improved business case (BCR) for the project.</p> <p>Recommendation: 18. Accelerate the development of the business case for South West Illawarra Rail Link (SWIRL), and its ultimate completion by 2032.</p>
	3. First and last-mile barriers are resolved to support successful places	<p>This is a key challenge that needs to be overcome for both freight and passenger transport.</p> <p>The initiatives in the RTP range from those that can be immediately implemented (Smart City technology applications and better use of loading docks) to more long-term solutions such as the use of drones.</p> <p>RDA supports the introduction and trialling of these initiatives but feels the challenge will ultimately be overcome with the use of drones or autonomous vehicles for first and last-mile delivery. Policy settings to encourage the further development and trialling of this technology need to be developed.</p> <p>Recommendation: 19. Clarify the current and future policy settings - at all levels of government - that encourage the further development and trialling of autonomous vehicles and drones to address the first and last-mile barriers presented by freight and passenger travel.</p>

	Objective	RDA Comment
RESILIENT	1. Build greater resilience into the transport network	RDA supports the initiatives proposed to improve the resilience of the road and rail networks – especially the care and maintenance of the entire transport corridor, not just the rails and the tarmac.
	2. Planned network disruptions are communicated early and clearly	The extended use of technology to collect data and disseminate information is to be commended. Extension of sensor use to monitor road and rail wear is also a possibility.
	3. Utilise technology to improve network resilience	

Funding

The range of initiatives proposed in the Draft RTP is extensive and ambitious. Whilst the RDA is supportive of the strategy and its initiatives, funding of the projects will be critical to overall delivery. The need to prioritise based on regional economic impact becomes more important.

Delivery & Progress Reporting

Transport for New South Wales is the 'Owner' of 44 of the 58 initiatives (76%) identified in the Draft RTP – and will 'Collaborate' on or 'Influence' the remaining fourteen. This is a large commitment, and Illawarra-Shoalhaven is only one region within NSW that will require extensive planning and delivery resources.

RDA feels that measurement of progress and celebration of success are key to the planning and delivery process. The Draft RTP alludes to progress and success with some previous initiatives in the body text, but there is no concise summary.

Reporting on progress each year, with a five-yearly review of the overall Plan is a positive step, but RDA would also recommend:

20. Development and publication of a Delivery Progress Dashboard that summarises progress on each initiative in real time, against previously developed milestones
21. Each five-yearly iteration of the Regional Transport Plan should include a summary of progress on initiatives developed in the previous Plan.

Alignment of Objectives & Other Regional Plans

The Draft Regional Transport Plan is designed and promoted as a supporting document to 'Future Transport 2056' and has been created in conjunction with the Draft Illawarra-Shoalhaven Regional Plan.

The RTP is a strategic document and the initiatives it includes can be considered as enabling the Regional Plan; by its own admission this is "...just the first step in planning for the future of transport across the region" (p7).

However, there is no direct link or discussion of the economic benefits of the Regional Transport Plan to the region, nor the opportunity cost of forgoing some – or all - of the initiatives.

The reader is left with a list of 58 initiatives that are either being delivered, planned or investigated, with no clearly articulated potential economic benefit for the region. RDA believes this is an opportunity missed to prioritise at least some key projects that will have a direct and transformative economic impact on the Illawarra-Shoalhaven region.

Recommendation:

22. Develop a summary of the economic benefits of the Regional Transport Plan to the region to allow prioritisation of projects and initiatives.

Alignment of Objectives with Draft Special Infrastructure Contribution (SIC)

RDA is concerned about the apparent lack of alignment of the proposed initiatives in the RTP and the listed transport infrastructure in the Draft SIC.

Not including a reference to SIC transport infrastructure does not provide confidence that these projects will be delivered. RDA believes that TfNSW should coordinate with NSW Department of Planning, Industry and the Environment (DPIE) to ensure the key SIC road and transport infrastructure items are identified among the initiatives of the Illawarra Shoalhaven RTP.

Recommendation:

23. Ensure the key SIC road and transport infrastructure items are identified among the initiatives of the Illawarra Shoalhaven RTP.

Timing

RDA Illawarra acknowledges and appreciates the recent commitment of \$69M from the NSW Government to progress transformative infrastructure projects that are included in the proposed Illawarra-Shoalhaven City Deal.

In terms of overall planning timetables, delivery of key infrastructure projects in the Illawarra-Shoalhaven City Deal prospectus has been proposed according to the following table, which was developed with regional Councils, Peak Bodies and stakeholders:

Initiative	Impact	Timing
South West Illawarra Rail Link (SWIRL)	• Passenger & Freight connectivity to Western Sydney.	2025 - Business Case
	• Reduction of freight congestion on Illawarra-Shoalhaven to Greater Sydney rail line	2032 - Operational
Picton Road Duplication & Mt Ousley Widening + Interchange	<ul style="list-style-type: none"> • Reduction of freight congestion on Illawarra-Shoalhaven to Greater Sydney • Reduced travel times to Greater Sydney 	2026 - Operational
M1 Offramps at Albion Park	• SIC initiative to reduce congestion and improve access to employment lands and housing in southern Illawarra	2023 - Operational

Conclusion

RDA Illawarra strongly supports the vision in the Draft Regional Transport Plan (RTP), and the objectives developed to deliver the six key themes, as well as the progressive step to develop the RTP and Regional Plans concurrently.

RDA Illawarra has made twenty-three recommendations overall that focus on:

- A) Accelerating current plans and deliverables for key, transformative infrastructure
- B) Delivery of improved safe and efficient services to commuters and freight users
- C) Development and monitoring of key performance indices (KPIs) for specific initiatives, and overall
- D) Swifter policy development to support key initiatives
- E) A consistent approach to planning by government across the Illawarra-Shoalhaven Region.

We look forward to further discussion on the recommendations contained in this submission, and to reading the final version of the Regional Transport Plan.



Debra Murphy

Chief Executive Officer RDA
Illawarra