



Frequently asked questions

Princes Highway upgrade – 20 year plan

What's the plan for the Princes Highway upgrade?

Transport for NSW has developed a Roadmap to 2040 for the Princes Highway upgrade. It aligns with the Future Transport 2056 and Regional Services and Infrastructure Plan to map out the vision for the next 20 years and identifies what needs to be done in the short, medium and longer term to deliver a safe, reliable, efficient and connected network.

For more information on the 20 year plan, visit princeshighway.nsw.gov.au/roadmap2040.

What are the goals of the 20 year plan?

The vision for the Princes Highway is a transport network that enables the movement of people and goods and supports sustainable growth of the local economy, employment opportunities and population. It would contribute to the character of the places it serves and be resilient to adapt to natural hazards and climate change, respond to changing land use, and support new technologies, industries and economic trends.

The roadmap is built on five goals:

- **Safety:** A safer corridor for all customers and communities including local traffic, freight, tourists, and public and active transport users.
- **Resilience:** A corridor that can be efficiently managed and maintained while adapting to changing social, environmental and economic factors including the ability to quickly recover from natural disasters and respond to changing land use and technologies.
- **Liveability:** A corridor that supports communities by connecting and contributing to providing attractive and healthy places to live, work and play.
- **Sustainability:** A corridor that is socially, environmentally and economically sustainable and unlocks a wide range benefits for communities and other customers.
- **Connectivity and Accessibility:** A corridor that has good physical and digital connectivity and accessibility, for access to opportunity and services.

What are the priorities of the 20 year roadmap?

The roadmap to 2040 identifies the short, medium and longer term service and infrastructure priorities.

Contracts have been awarded for the strategic investigation and design for five priority infrastructure projects between Jervis Bay Road, Falls Creek, and Moruya. They are:

- Jervis Bay Road intersection upgrade - Arcadis Australia Pacific Pty Ltd
- Jervis Bay to Sussex Inlet upgrade – Cardno (NSW/ACT) Pty Ltd
- Milton Ulladulla bypass - Arcadis Australia Pacific Pty Ltd
- Burrill Lake to Batemans Bay upgrade – AECOM Australia Pty Ltd
- Moruya bypass – Arup Australia Pty Ltd

These priority infrastructure projects aim to address over 300 crashes on these sections of the highway since 2014.

A full list of short, medium and longer term service and infrastructure priorities are below:

Short term

Infrastructure priorities:

- Two lanes each way on the Princes Highway from Nowra to Sussex Inlet Road. Opportunities to stage this upgrade will be investigated.
- Planning for two lanes each way on the Princes Highway from Sussex Inlet Road to Milton
- Milton Ulladulla bypass
- Planning for two lanes each way on the Princes Highway from Burrill Lake to Batemans Bay
- Planning safety works and more overtaking lanes from Batemans Bay to Moruya, and from Bega to Pambula
- Moruya bypass
- Planning new bridges along the whole corridor to enable heavy vehicle and freight access

Service priorities

- Improved signage, helping road users find their way

- Intelligent traffic management technologies. Technologies include quickly informing road users of disruptions, calling for emergency services when an accident occurs, using cameras to enforce traffic laws or digital signs that mark speed limit changes depending on conditions.
- Improved public and active (walking and cycling) transport.
- Improved rest and service areas.
- Better services for alternative technology vehicles, including electric

Medium term

Infrastructure priorities:

- Two lanes each way on the Princes Highway from Sussex Inlet Road to Milton and from Ulladulla to Batemans Bay
- Safety improvements and more over taking lanes from Moruya to Narooma
- Safety improvements and more over taking lanes from Batemans Bay to Narooma, from Cobargo to Broadwater and from Edrom Road to Victorian border
- Realignment of the Princes Highway from Tilba to Cobargo
- Safety improvements within Narooma and Eden
- Safety improvements within Batemans Bay

Service priorities:

- Improved fares and ticketing for public transport.
- Enable use of the highway by electric, connected and automatic vehicles.
- Modernise Transport's vehicles.
- Deliver safety improvements to local roads, facilitate the upgrade of utilities along the corridor to improve reliability of essential services digital connectivity

Longer term

Infrastructure priorities:

- Safety improvements and more over taking lanes from Narooma to Tilba Tilba
- Safety improvements and more over taking lanes from Broadwater to Eden
- Safety improvements and more over taking lanes from Eden to Edrom Road
- Safety improvements within Bega

Service priorities:

- Work with NSW South Coast stakeholders to build the state's first electric regional highway. This would deliver a transport network made for electric vehicles. It would provide fast-charging sites for users to easily charge their vehicle and reliably access the places along the highway

How were these priorities identified?

We worked closely with key stakeholders including Local Government, NSW Government agencies, growing, emerging and established industry and carried out socio-economic analysis and transport studies to understand how customers will move in the future and how a highway can better contribute to the places and economies it serves.

We engaged the following stakeholders:

- Shoalhaven City Council
- Eurobodalla Shire Council
- Bega Valley Shire Council
- Department of Planning, Industry and Environment
- Destination NSW
- NSW Health
- Resilience NSW
- Rural Fire Service
- Port Authority of NSW
- Road Freight NSW
- National Road Transport Association
- Timber NSW

In stakeholder workshops, we identified the issues and barriers of the existing highway. These included:

- Current crash rate
- Risk of crashes
- Driver Fatigue
- Access during emergencies
- Freight constraints
- Climate change
- Lack of adaptability
- Disconnected communities
- Impact to essential utilities
- Diversifying the region
- Regional economic growth
- Environment and heritage impacts
- Freight and industry productivity

- Connections to other transport networks
- Digital connectivity
- Limited modes of transport
- Congestion
- Resource-intensive maintenance

How much detail of the priority projects have been determined as part of the roadmap, and what further development is required?

The 20 year plan identified the strategic priorities of service and infrastructure projects and outlined the vision and goals for the transport network. This followed socio-economic analysis, future transport projections and consultation with Local Government, Government agencies and industry stakeholders.

The roadmap did not identify the preferred design options or specific features of each project (eg speed limit, intersection treatment types, local road access or preferred corridor alignments.)

There are five projects in planning and the details of them are being developed by separate project teams and to separate timeframes, using further environmental and traffic studies and ongoing consultation with local communities and stakeholders.

Projects in planning as of February 2021 include:

- Jervis Bay Road and Princes Highway intersection upgrade
- Jervis Bay Road to Sussex Inlet Road upgrade
- Milton Ulladulla bypass
- Burrill Lake to Batemans Bay upgrade
- Moruya bypass

Visit princeshighway.nsw.gov.au for more information on each project.

What are the environmental and property impacts of the highway upgrade?

Each project team will carry out an environmental assessment of the proposed project area. The environmental assessment will include a more detailed description of the proposal and design features, impacts and benefits and includes studies and investigation about biodiversity, Aboriginal cultural heritage, non-Aboriginal heritage, property and land use, visual impact, traffic and transport, socio-economic benefits and impacts of noise and vibration, flooding and hydrology, and the consideration of cumulative impacts. The environmental assessment will identify the mitigation measures required to manage these impacts during the design, construction and operational phases of the project.