



Transport Planning and AusLink Considerations for the Green Triangle

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Brief introduction to AusLink

AusLink is the basis for the National Land Transport Policy to focus the Australian Governments future investment in land transport infrastructure.

AusLink introduces a new strategic framework for the planning and funding of Australia's key road and railways to meet long term economic and social needs.

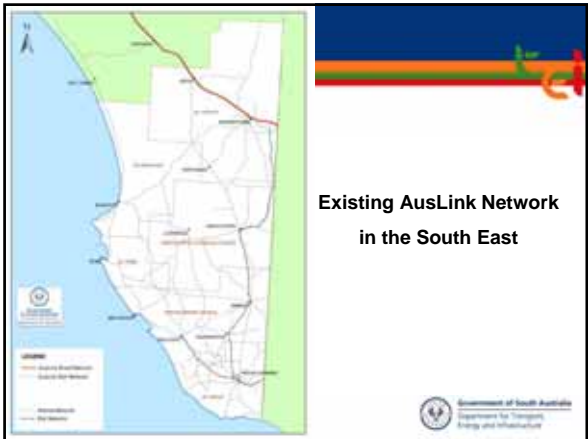
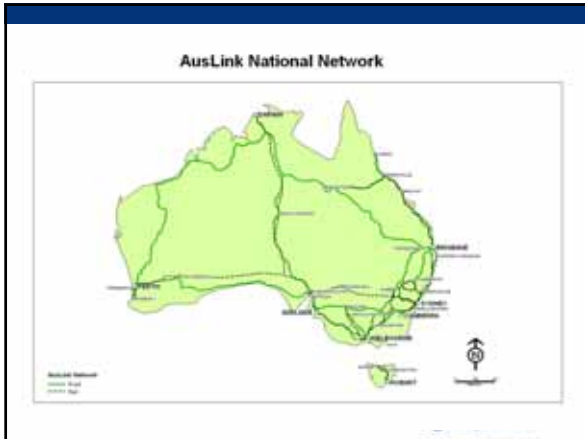
Brief introduction to AusLink

AusLink Corridor Strategies


Corridor strategies, currently being developed, are cooperative long-term plans that identify future transport needs on the corridor and the priorities for meeting those needs. Corridor Strategies are about identifying **strategic priorities not projects**.

The five South Australian corridors are:

- Melbourne-Adelaide
- Sydney-Adelaide
- Perth-Adelaide
- Adelaide-Darwin, and
- Adelaide Urban



Extend the AusLink Network



Riddoch Highway, Princes Highway and SE rail

Melbourne – Mildura

- 2.4 mtpa of Freight

Riddoch Highway

- 3.6 mtpa of Freight (not including the future blue gum loading)

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A Plan for Freight Transport for the South East / Limestone Coast Region of South Australia

Strategic Infrastructure Plan for South Australia

Regional Overview

South East/Limestone Coast

Transport

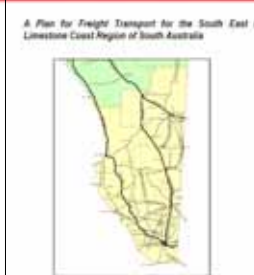
'Movement of freight between Limestone Coast and Victoria'

- Develop plans to manage growth in freight including road improvements and heavy vehicle detours of key towns eg Penola, Mount Gambier



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- Released July 2006
- South East Freight Logistics Task Force

<http://www.transport.sa.gov.au/publications/reports.asp>

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A Plan for Freight Transport for the South East / Limestone Coast Region of South Australia

The Task Force Members:

- Department for Transport, Energy and Infrastructure (DTEI)
- District Council of Grant
- District Council of Robe
- Limestone Coast Development Board
- South East Local Government Association

The Process involved:

- Researching data from transport and industry reports
- Inviting submissions from key industry stakeholders
- Gathering input from key industry sectors by meeting with forest industry executives
- Gathering information from Victorian agencies
- Analysing current and future demands
- Modelling various transport scenarios
- Identifying potential interventions
- Undertaking detailed benefit/cost analysis
- Identifying a prioritised listing of potential interventions

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Key Findings

- There is underlying traffic growth in the region in the order of 3 to 4% per annum.
- The Riddoch and Princes Highways accident histories are consistent with roads performing similar roles throughout Australia.
- Volume of heavy vehicles through Mount Gambier and Penola are relatively high compared to other towns in SA.
- The increase in traffic volume due to the harvesting of the blue gum is relatively minor compared to underlying growth of 3 -4%.
- The future Levels of Service of the Riddoch and Princes Highways will be similar for all scenarios (i.e. border road, South East Rail, Penola pulp mill).
- Border Road is not justified based upon benefit / cost analysis.
- The reopening of the South East Rail is cost competitive with the other transport scenarios
- Upgrades to existing arterial roads, especially overtaking lanes and road widening are justified over a 20 year period.

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Potential Interventions

The potential interventions that appear to have the greatest justification for implementation in the short term are:

- Bypasses of Penola and Mount Gambier
- Completion of Millicent bypass
- Widening and strengthening of the Clay Wells to Penola Road
- Re-introduction of the South East rail network
- Overtaking lanes on Riddoch and Princes Highways
- Road widening on the Princes Highway between Mount Gambier and Millicent
- Road widening on the Riddoch Highway between Penola and Tarpeena

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