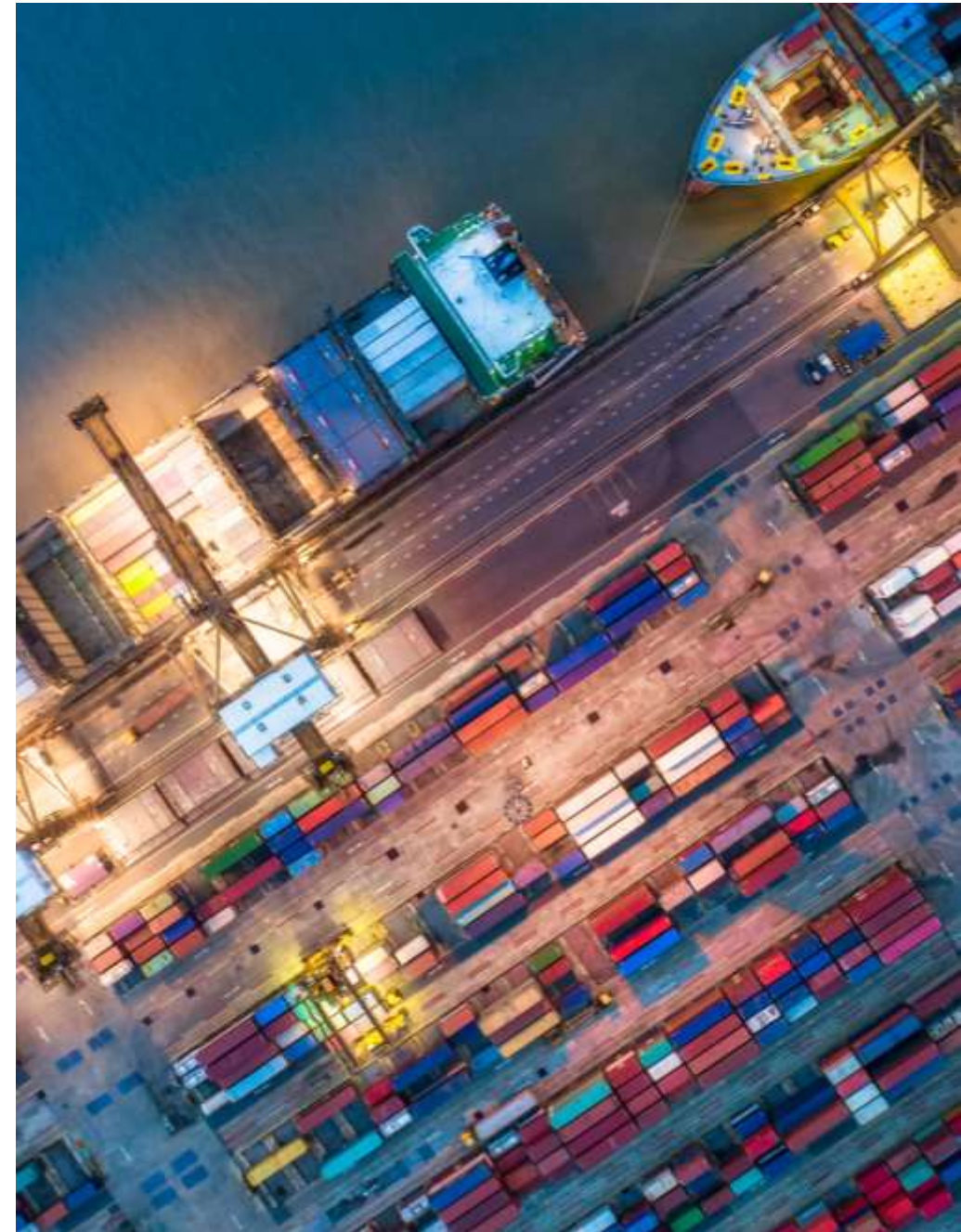


Freight Regional Forum

TAMWORTH



WELCOME TO COUNTRY



Welcome

Susie Harwood, Executive Director, Freight
Transport for NSW



Introduction

The Hon. Kevin Anderson MP
Member for Tamworth
Member for Lands and Water
Minister for Hospitality and Racing



The Hon. Sam Faraway, MLC

Minister for Regional Transport and Roads



Susie Harwood

Executive Director, Freight
Transport for NSW



Freight's importance to regional NSW



Regional NSW accounts for **20 per cent** of NSW's Gross State Product and **33 per cent** of goods manufactured in NSW



Approximately **39 per cent** of the value of NSW's exports is derived from agricultural, fisheries and other natural resources primarily sourced from Regional NSW

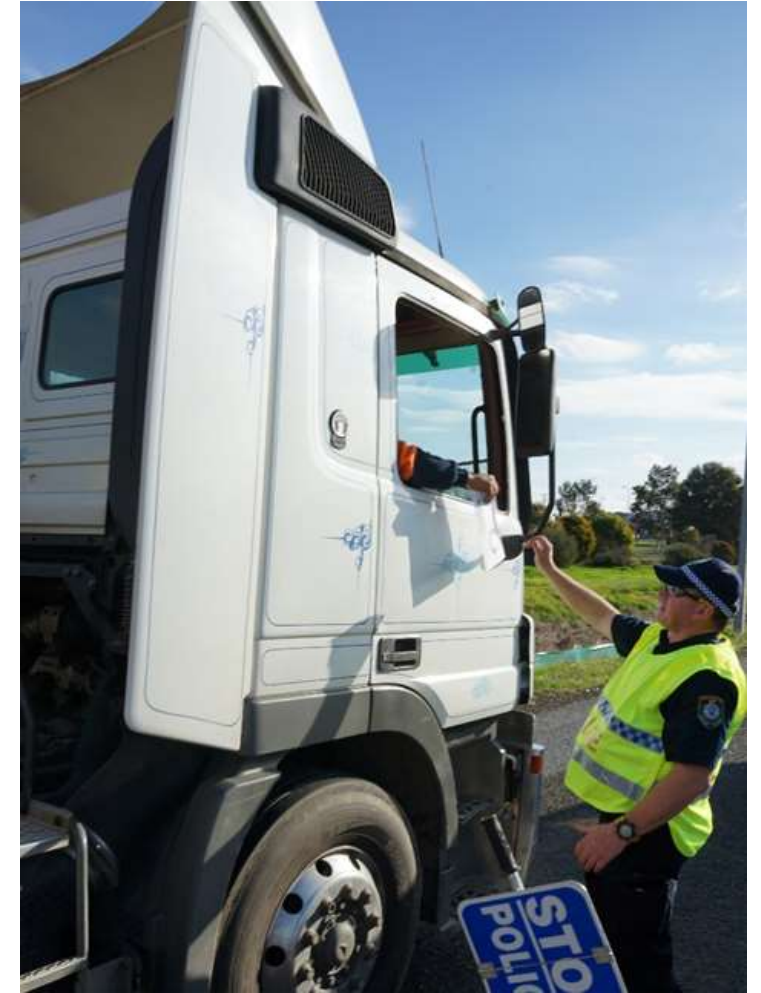


Regional NSW's freight task is forecast to grow by around **12 per cent** by 2036 – from 255 million tonnes to 286 million tonnes



Enabling the movement of freight across NSW

- **Improved access** for higher productivity vehicles
- Engagement with industry during **emergency events**
- Maintained movement of goods through **COVID**
- Key contributor to the **Heavy Vehicle National Law Review**
- Improving our service offering for **rail**
- **Rail freight level of service** and **KPI's** on the Metropolitan Rail Network
- **Last mile toolkit** for urban freight



Achieving a step change in access

- A **dramatic improvement** in access for road and rail freight
- Gaining **the most out** of the road and rail network
- Better **certainty** for industry
- Improving the **customer service**
- Improved customer experience in the safety, productivity and sustainability of freight





Safe



Productive



Sustainable

Mode	Policy framework	Program
	Heavy Vehicle Access Policy	Automated Access Assessment Program
	Standard Track Access Agreement	Freight Level of Service for Rail Freight

Other priority areas

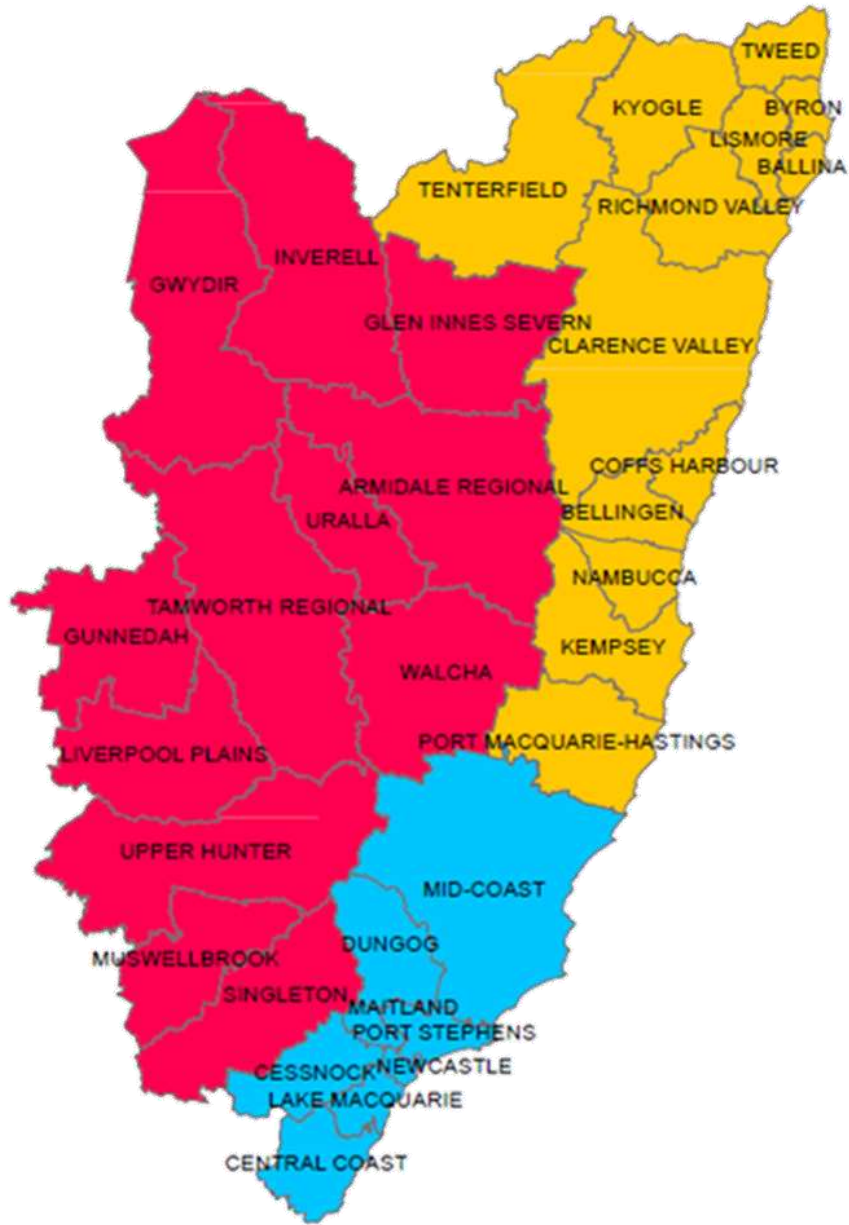
- Heavy Vehicle Driver pathways
- Net Zero freight emissions policy
- Rest stop improvement program
- Cohesive rail freight policy
- Network wide constraints mapping to inform investment prioritisation
- Leveraging technology and data.



Anna Zycki

Regional Director – North, Transport for NSW





North Region overview



5,230 kilometres of state road network



33 Local Government Areas

Key projects in the southern part of the region:

- New England Highway – Singleton bypass
- New England Highway – Muswellbrook bypass
- Oxley Highway
- Bruxner Highway
- New England Highway between Willow Tree and Uralla

Flood recovery and maintenance

Transport continues to prioritise responding to flood damage across the network including heavy patching and road repairs.

Continuing with safety improvements on the New England between Willow Tree and Uralla

Continuing to maintain bridges and the road surfaces along the key east – west routes and the north – south freight corridors, including Pacific Highway, Gwydir, Bruxner and Oxley highways



Key projects

New England Highway

Key North South Freight Corridor

Carrying out a number of safety improvements between Willow Tree to Uralla. Recently completed projects include:

New England Highway, Dundee:

- The NSW Government funded \$1.4 million in safety improvements, as part of its asset rehabilitation program on the New England Highway, Dundee, 27 kilometres north of Glen Innes.
- Work included road resurfacing, line marking and installation of audio-tactile line marking, culvert extensions and replacements, removal and reinstalling damaged safety barriers, signage upgrades, pavement work, drainage repairs and general maintenance.
- Work was completed in April this year.

New England Highway, Kootingal:

- Safety improvements on the New England Highway, between Sandy and Braefarm Roads at Kootingal.
- This work is funded through a \$50 million allocation from the NSW Government's Saving Lives on Country Roads program for projects between Uralla and Willow Tree.
- Intersection improvements were carried out at Privet, Oak, Pine, Laurel, Gill, Wilson and Chelmsford streets and at the intersection of Dorothy Avenue and the New England Highway.
- The final seal, new line marking and signage installation were completed in March this year.

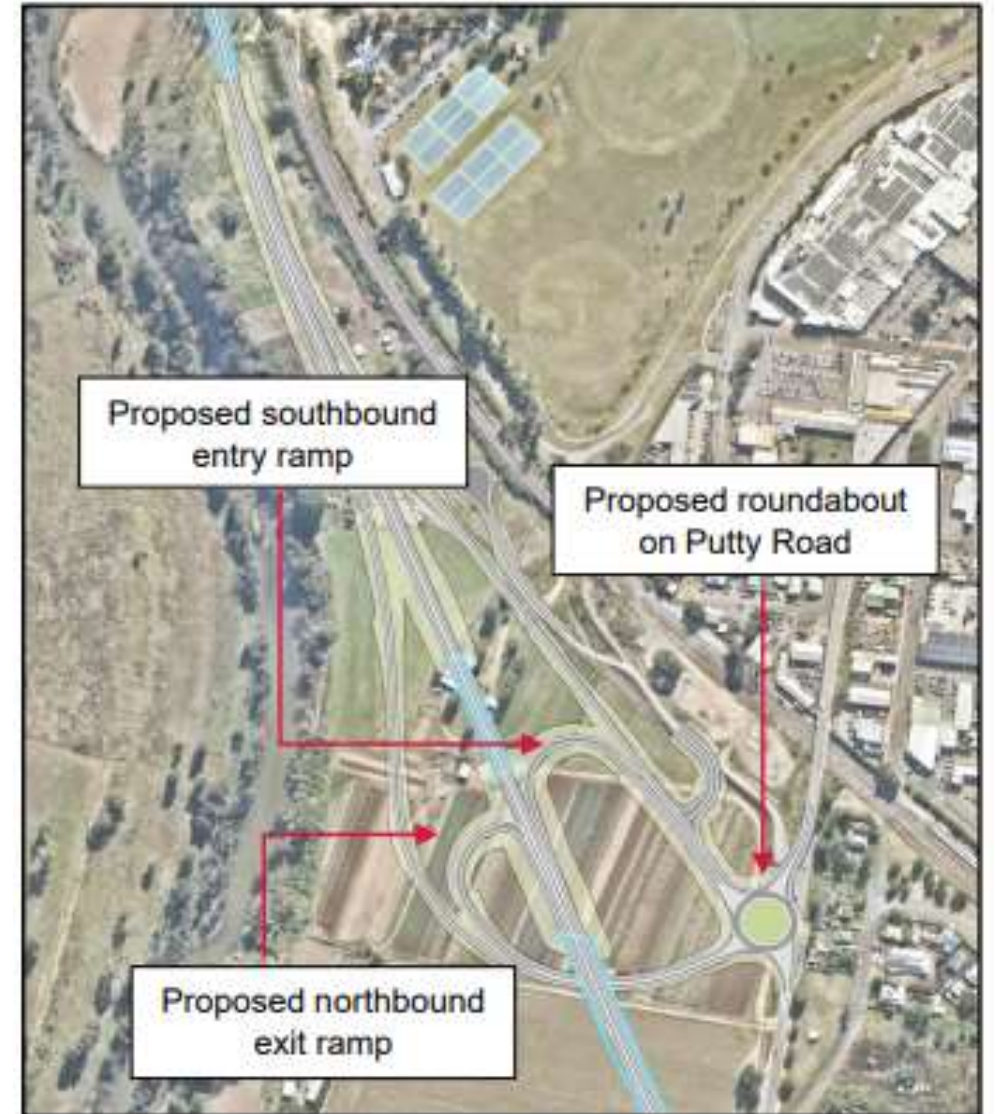
Key projects

New England Highway – Singleton bypass

Funding: The Australian Government has committed \$560 million and the NSW Government \$140 million to build the Singleton bypass.

Planning for a future New England Highway bypass of Singleton to improve traffic flow, travel times and safety through Singleton town centre by reduced traffic including heavy freight.

We are currently carrying out additional environmental assessments to inform a revised design to include the full Putty Road interchange and changes to the southern connection.



Concept design showing proposed full Putty Road interchange

Key projects

New England Highway – Muswellbrook bypass

Funding: The Australian and NSW Governments are investing \$340 million to deliver a New England Highway bypass of Muswellbrook

The bypass would reduce the volume of heavy vehicles travelling through Muswellbrook, improving safety and amenity in the township.



Artist impression of a new bridge over Sandy Creek Road and Main North railway line near the northern connection, looking south.

Key projects

Oxley Highway between Port Macquarie and Walcha

- Transport for NSW is working with Council on an Integrated Transport Plan to identify transport infrastructure and services upgrades to support the growth in the Port Macquarie Local Government area over the short to medium term.
- Flood recovery work west of Mt Seaview continues



Flood recovery work

Key projects

Bruxner Highway

- Key movement corridor linking the regional centre facilities of Lismore to the Ballina/Byron coastal areas.
- Carrying out planning improvements along the full length of the Bruxner Highway
- The recent catastrophic flood events have impacted the delivery of some planned projects, particularly within Lismore.

Work sites along the Bruxner Highway between Ballina and Tenterfield



Anthony Donohoe

Senior Manager Transport Planning

Transport for NSW



Integrated Freight Planning



Fixing Country Roads

Status at 18 Oct 2022

- Round 6 of Fixing Country Roads submissions now under assessment
- Successful projects to be announced by the end of 2022
- To date, \$462.3 million, has been committed to 323 projects, with 269 projects delivered with another 53 projects in delivery pipeline
- Completion of all current projects is expected to deliver over 1800 kilometres of upgraded road and over 200 bridges and culverts upgraded or constructed.



Road freight planning

Beyond Fixing Country Roads

- Planning has recently commenced for the next phase beyond Fixing Country Roads
- Priority problems, review desired outcomes



Road planning priorities

TAMWORTH

- Working on integrated transport plan with focus on freight connectivity – Tamworth currently under development
- Investment in New England Highway to address pinch points (e.g. Kamilaroi / New England intersection upgrade)
- Bypasses in Upper Hunter – Singleton and Muswellbrook



Rest stop planning



Heavy Vehicle Rest Stop Quick Wins Program

A series of low-cost small projects to deliver initial benefits:

- Industry engagement took place between September 2021 and April 2022
- Lighting, toilets, picnic benches
- Green reflector sites mapping and checking status
- Better signage for rest stops and a trial for tonnage restricted parking signage



Heavy vehicle rest stop improvement program

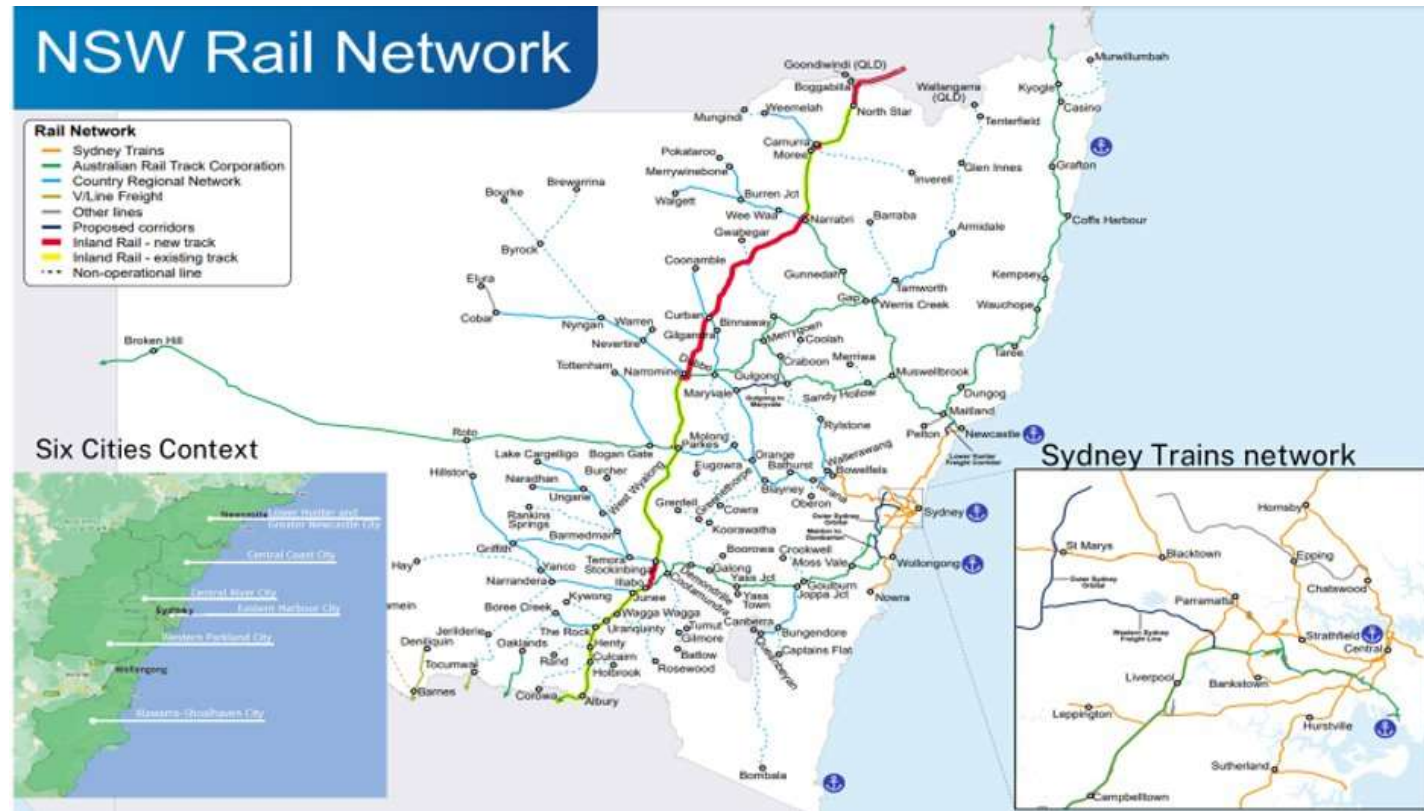
Early analysis has been completed

- Considered improvements to both formal and informal rest stops,
- Austroads - Provision of HVRS Facilities Guidelines 2019
- Identified gaps in the network and where new provisions may be required
- Upgrades to existing rest stop facilities for heavy vehicles, including high productivity vehicles
- Better signage and maps for rest stops
- Stakeholder engagement to validate the research and inform the scope and type of rest stops and improvements required - 1st round completed.



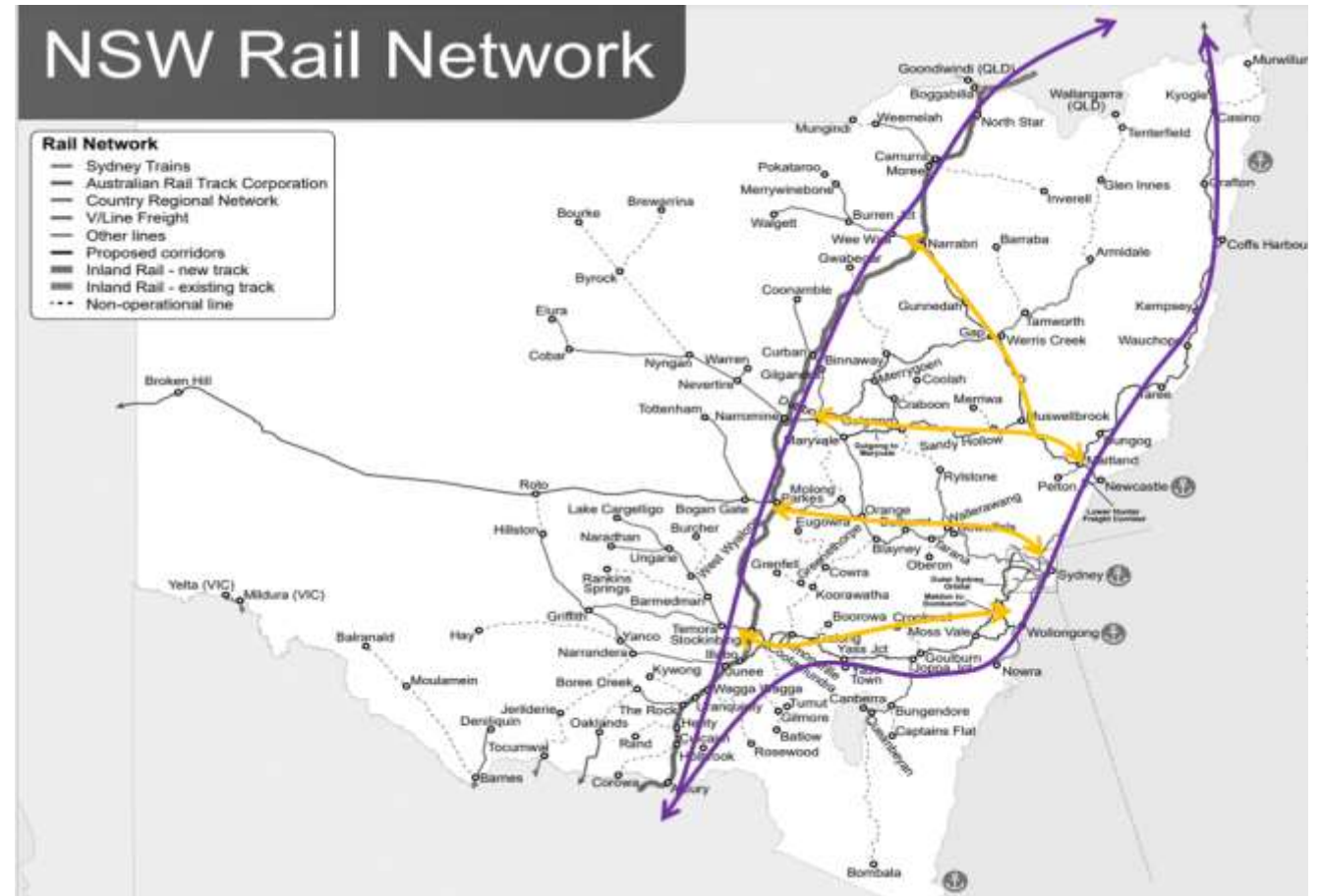
Rail freight planning

- Fixing Country Rail in final stages (Country Rail Network)
- TfNSW turning to next cycle of planning
- CRN and inter-related networks
- Freight industry needs and expectations for the future
- What are the new needs and future forecasts for rail freight and local regional communities?



Rail freight planning

- Weather patterns and climate – Resilience
- New supply chain considerations and changing dynamics in some industries
- Change in population – travel and transportation needs are shifting
- How can we strengthen E-W connections to improve network resilience?
- Needs of new renewable energy zones, minerals transportation



Planning investment & funding programs





Challenges

Growing theme is how to increase **journey resilience** of network

- Focus on the east-west crossings
- Developing communication strategies with our customers to provide information on disruptions / detours
- Working in partnership with local governments to consider whole of transport network, including increased investment in secondary routes to reconnect journeys

Challenges

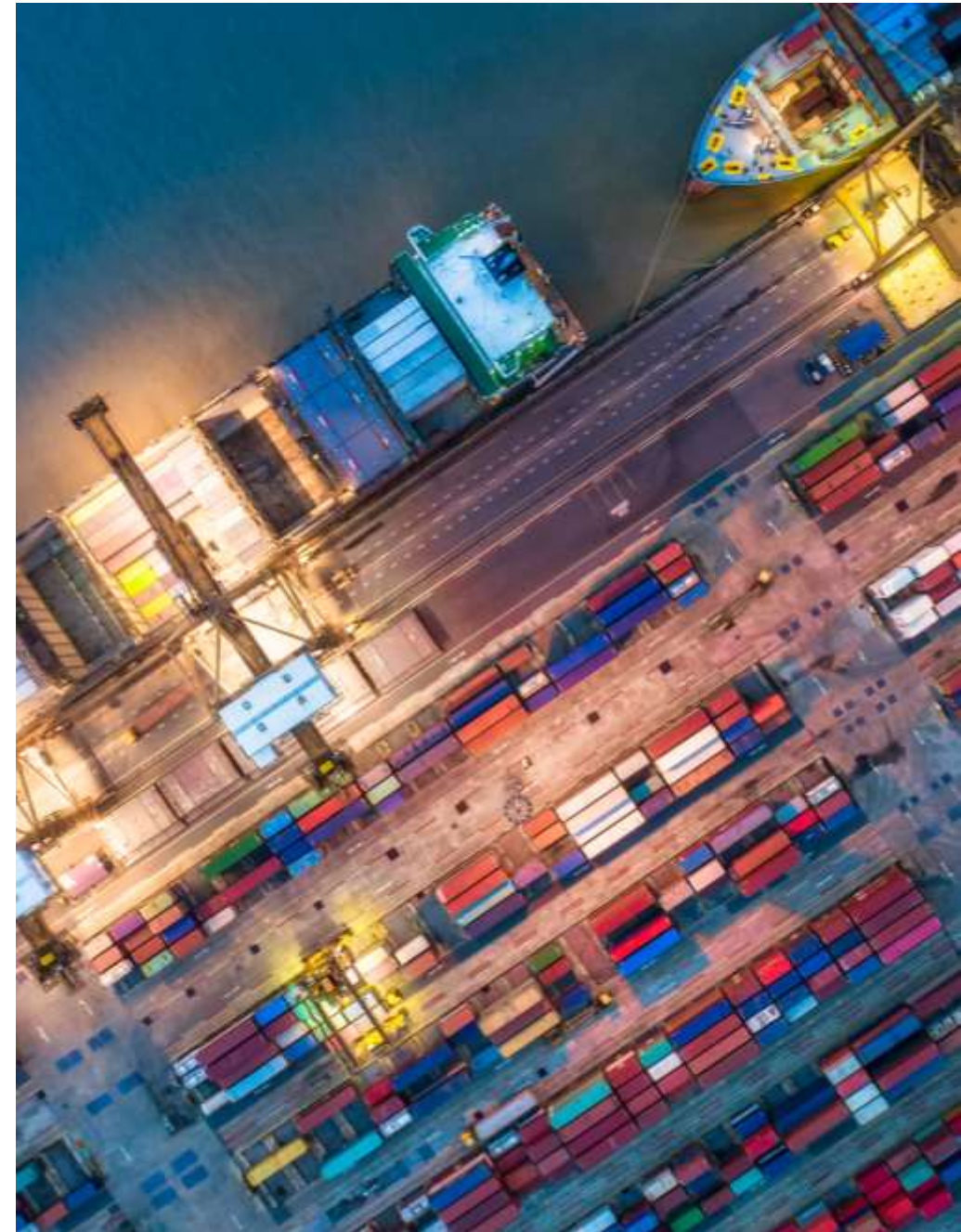
Movement of **Over Size Over Mass** vehicles across network

- Investigating how we plan road investment to capture this
- In doing so, need to better understand what needs to be moved on network, and how industry can work with transport agencies to break down components where possible
- Acknowledge can be costly for projects as well as impacts to amenity in towns
- Renewable Energy Zone planning



Freight Regional Forum

TAMWORTH



Q&A discussion

The Hon. Sam Farraway, MLC

The Hon. Kevin Anderson, MP

Matt Fuller, Transport for NSW

Susie Harwood, Transport for NSW

Anna Zycki, Transport for NSW

Anthony Donohoe, Transport for NSW

QUESTIONS



The Hon. Sam Farroway, MLC

Minister for Regional Transport and Roads



Thank you for coming

