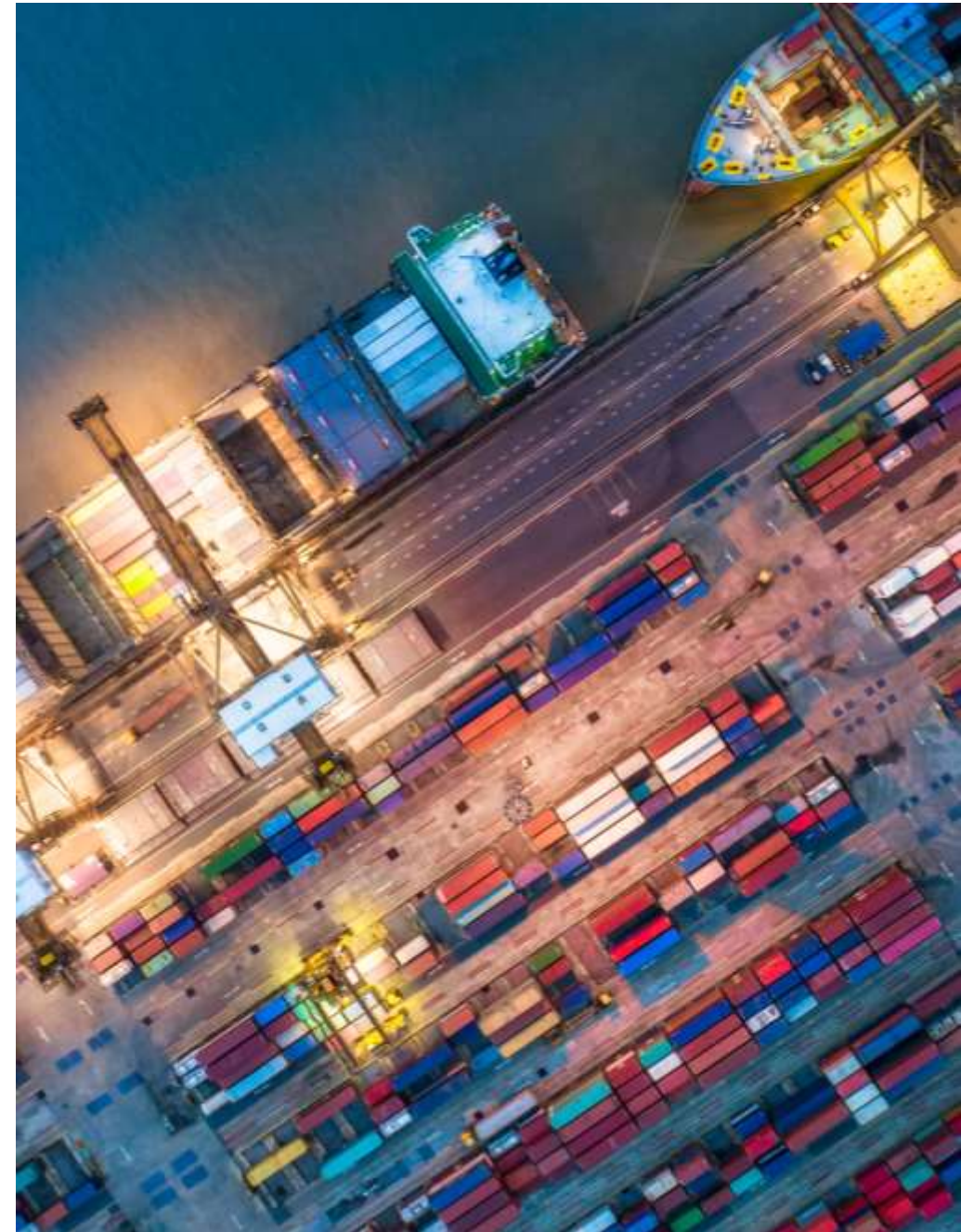


Regional Freight Forum

DUBBO



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

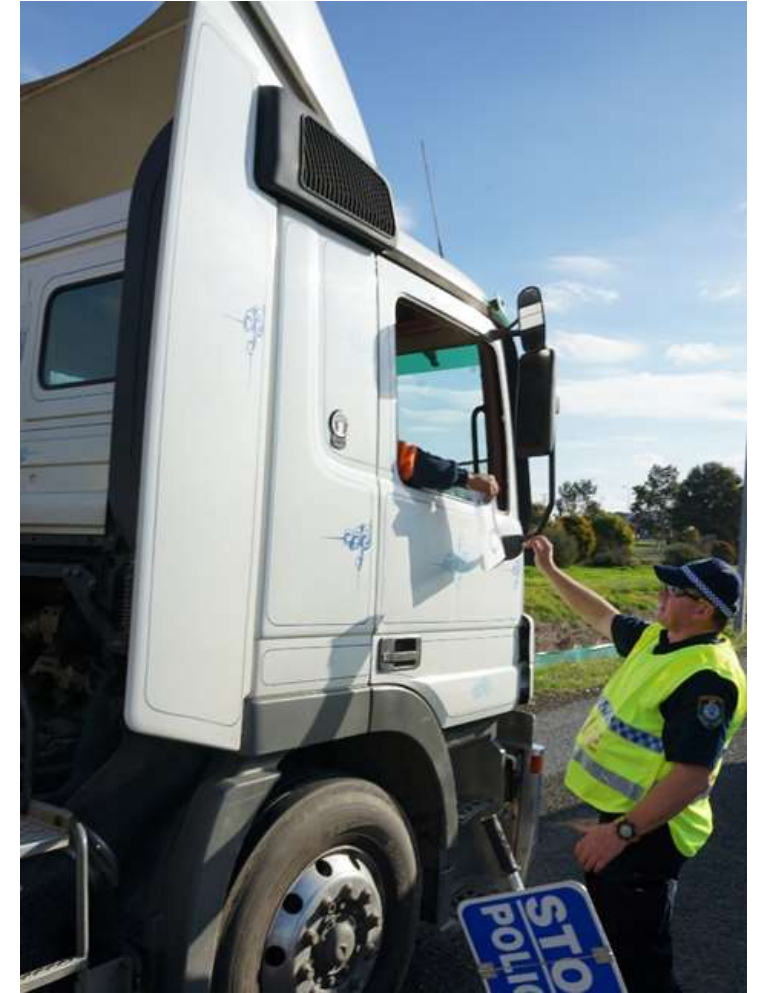


Regional NSW's freight task is forecast to grow by around **12 per cent** by 2036 – from 255 million tonnes to 286 million tonnes



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.



West Region overview



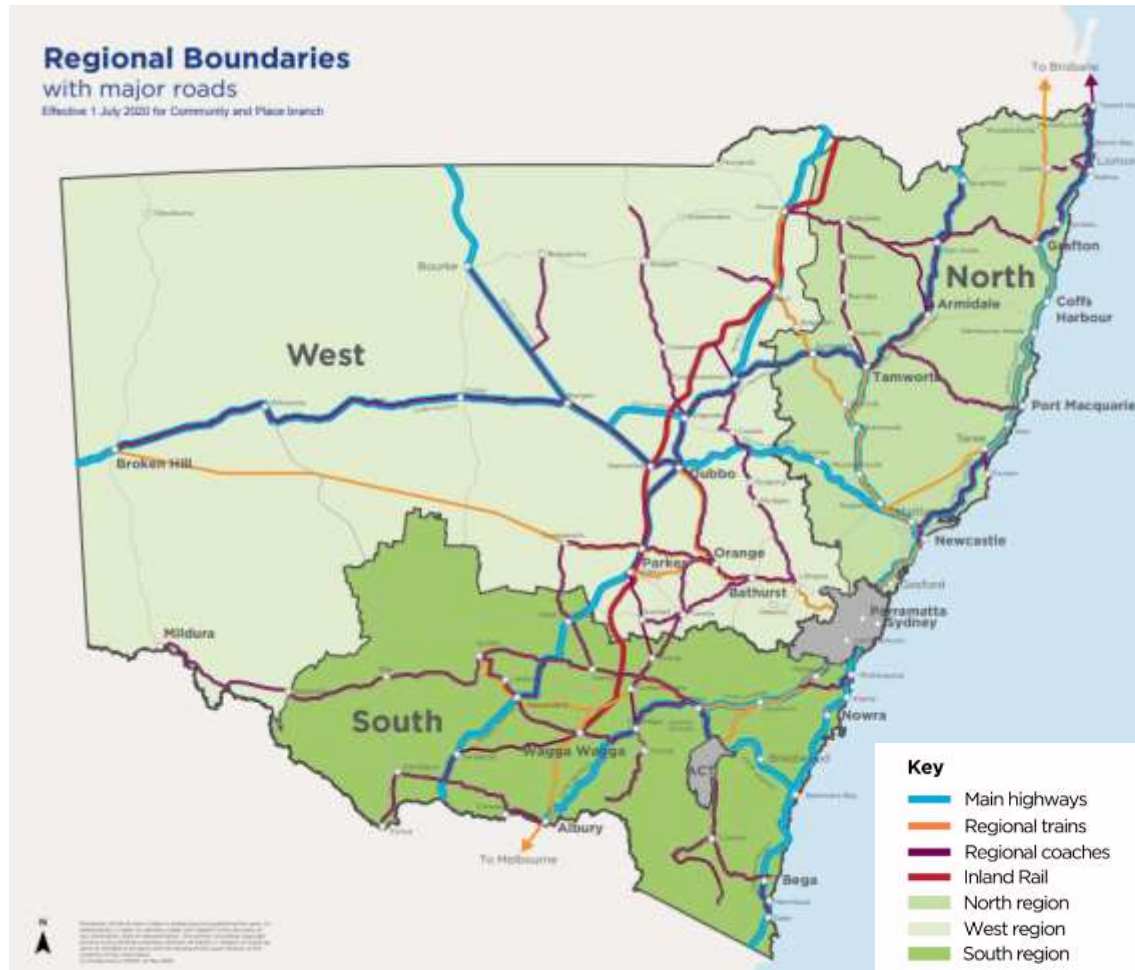
6,659 kilometres of state road network
2,893 kilometres in the Unincorporated Area



30 Local Government Areas

Key projects:

- \$1.7 billion Newell Highway Upgrade Program
- \$4.5 billion Great Western Highway upgrades
- \$562.5 million Inland Rail Grade Separation
- \$145 million sealing the Cobb & Silver City Highway
- \$50 million safety upgrades to the Mitchell Highway, Bathurst to Orange



Flood recovery and maintenance

Transport continues to prioritise responding to priority flood damage across the network including heavy patching and road repairs across the Central West, Western Plains, North West and Far West.

Since February 2022:

- more than 6000 potholes repaired in the Orana region
- almost 8,000 potholes have been filled on the Newell Highway between Moree and Boggabilla



135,000

potholes repaired since February 2022



Recently completed projects

Building a Better Dubbo

Funding: \$301.2 million for five key projects – Australian and NSW Governments

These projects will improve freight travel times and reduce driver frustration and fatigue creating a safer road environment for all.

Four projects have been completed:

1. Newell Highway upgrade West Dubbo
2. Newell Highway / Mitchell Highway intersection upgrade
3. Mitchell Highway / Fitzroy Street intersection upgrade
4. LH Ford Bridge strengthening

The final project is New Dubbo Bridge, early works have commenced.



Newell & Mitchell Highway intersection upgrade

Key projects

Newell Highway upgrade - New Dubbo Bridge

Funding: \$220.2 million – Australian and NSW Governments.

Early Works have commenced
Expected completion: end 2026

The New Dubbo Bridge provides a second high level river crossing in Dubbo to improve travel congestion and enhance access across the Macquarie River during flood events.

Benefits include:

- maintaining reliability for local, commuter and heavy freight traffic
- improving travel congestion and freight productivity



Visualisation of New Dubbo Bridge

Key projects

Newell Highway Program Alliance

Delivery of about 40 new overtaking lanes and various safety upgrades along the Newell Highway to improve safety and freight efficiency.

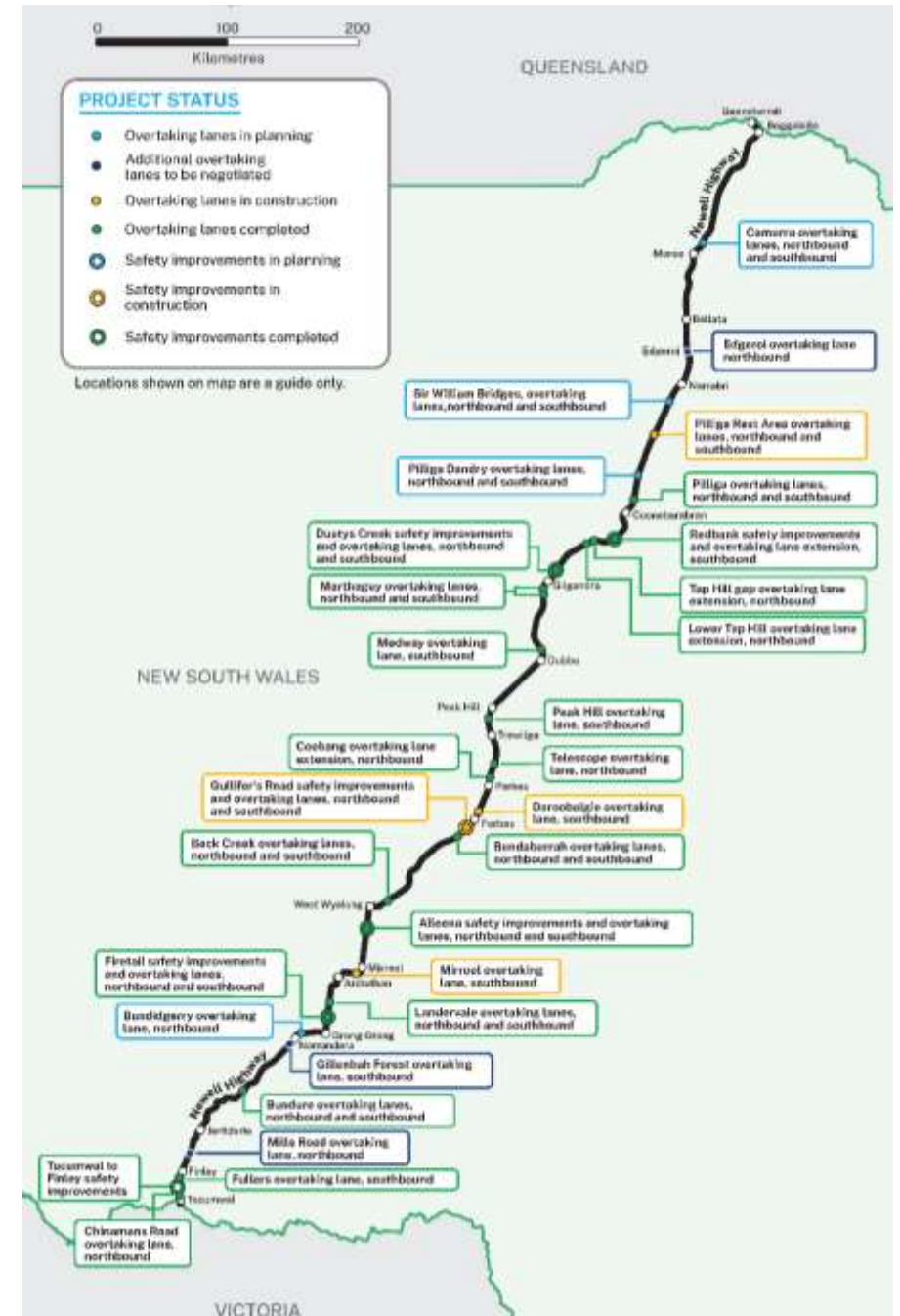
Projects in construction:

- **Pilliga** – two new overtaking lanes between Coonabarabran and Narrabri
- **Daroobalgie** – new southbound overtaking lane north of Forbes
- **Mirrool** – new southbound overtaking lane north of Ardlethan
- **Gullifers Road** – two new overtaking lanes and safety improvement work south of Forbes



27 overtaking lanes completed

6 overtaking lanes in construction



Key projects

Newell Highway upgrade, Parkes Bypass

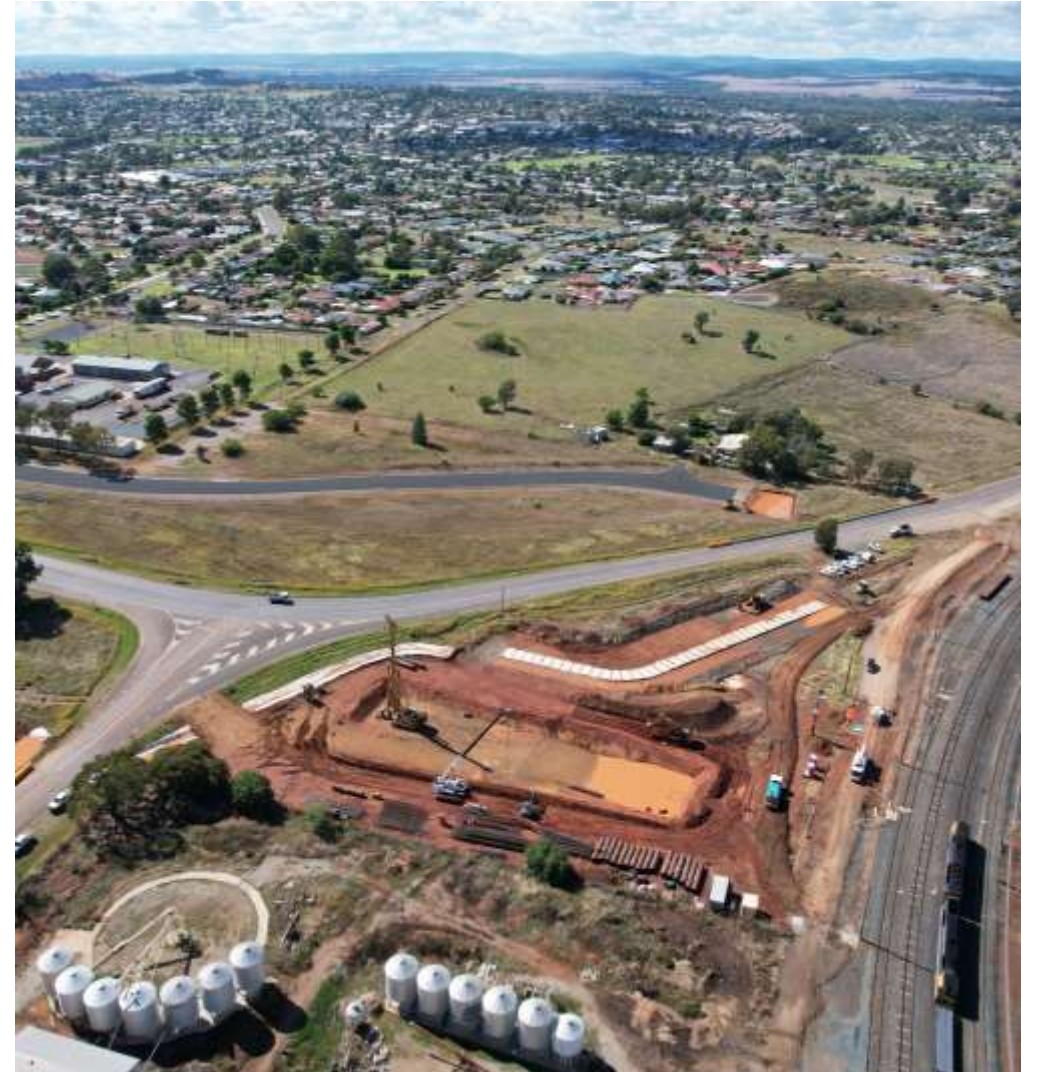
Funding: \$187.2 million – Australian and NSW Governments

Work commenced: November 2021

Expected Completion: late 2024

The 10.4km Bypass to the west of Parkes seeks to improve connectivity, road transport efficiency and safety for local and interstate motorists.

- 1200 trucks per day would be removed from local streets
- Construction commenced January 2022.
- Earthworks underway on more than 6.5kms of new highway road corridor
- Up to 350 local jobs supported during construction
- Interface and tie-ins with the Parkes Special Activation Precinct



Key projects

Mitchell Highway upgrade - Dubbo to Narromine

Funding: \$32 million - NSW Government

Expected Completion: mid 2024

The project will improve efficiency and safety along this stretch of the Mitchell Highway including three new overtaking lanes and safety improvement work.

Construction on the first overtaking lane at Lagoon Creek is underway.



Key projects

Hargraves Lane and Federation Street upgrade, Gilgandra

Funding: \$40 million – Australian and NSW Governments

Planning is underway to upgrade Hargraves Lane and Federation Street to facilitate a heavy vehicle bypass of Gilgandra.

The upgrade will include intersection upgrades, pavement strengthening and widening.



Key projects

Inland Rail Grade Separating Road Interfaces Program

Funding: \$187.5 million – Australian and NSW Governments

This project aims to improve freight productivity and access on the road network as a result of the Inland Rail project by building road bridges over the railway line.

There are 22 sites being assessed with four priority locations currently being developed:

- Castlereagh Highway near Curban - new crossing
- Tomingley Road near Narromine
- Newell Highway at Tichborne
- Olympic Highway at Harris Gates

Planning for the remaining 18 sites has started with strategic investigations occurring to prioritise each site.



Key projects

Country Rail Network – Strategy for Enhancement

Aims to create more efficient operations and greater resilience via:

- New and extended passing loops and sidings
- Improved signalling arrangements
- Heavier axle load capability
- Connectivity to new Inland Rail
- Intermodal freight connections

Potential enhancements in the next few years include:

- New passing loops – Kerrs Creek, Eulomogo (Dubbo), Borenore
- Longer passing loops – Parkes East
- Sidings – reconfiguration Manildra and Orange
- Higher axle loads – corridors connecting to Inland Rail
- Signalling - between Wallerawang and Orange (construction)
- Inland Rail – junction connection projects
- Higher speed turnouts



Key projects

Great Western Highway Upgrade Program – Katoomba to Lithgow

Together, the Australian and NSW Governments are investing **more than \$4.5 billion** towards the upgrade of the Great Western Highway between Katoomba and Lithgow.

Benefits



Improved regional economic development



Resilience and future proofing



Enhanced network performance



Improved safety



Enhanced liveability and amenity



Coxs River Road interchange
Little Hartley to River Lett Hill
River Lett Hill to Forty Bends
Forty Bends to Lithgow

Tunnel bypass of
Blackheath and Mount
Victoria

Medlow Bath upgrade
Katoomba to Medlow Bath
Medlow Bath to Blackheath

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

DUBBO

- Trangie to North Bourke PBS4 investigations
- Overtaking Lanes (Newell, Great Western and Mitchel Hwy)
- Collaborate on freight bypass planning for:
 - Bathurst
 - Cowra
 - Dubbo
- Dubbo Rest Stop needs planning



DUBBO HEAVY VEHICLE REST AREA IMPROVEMENTS

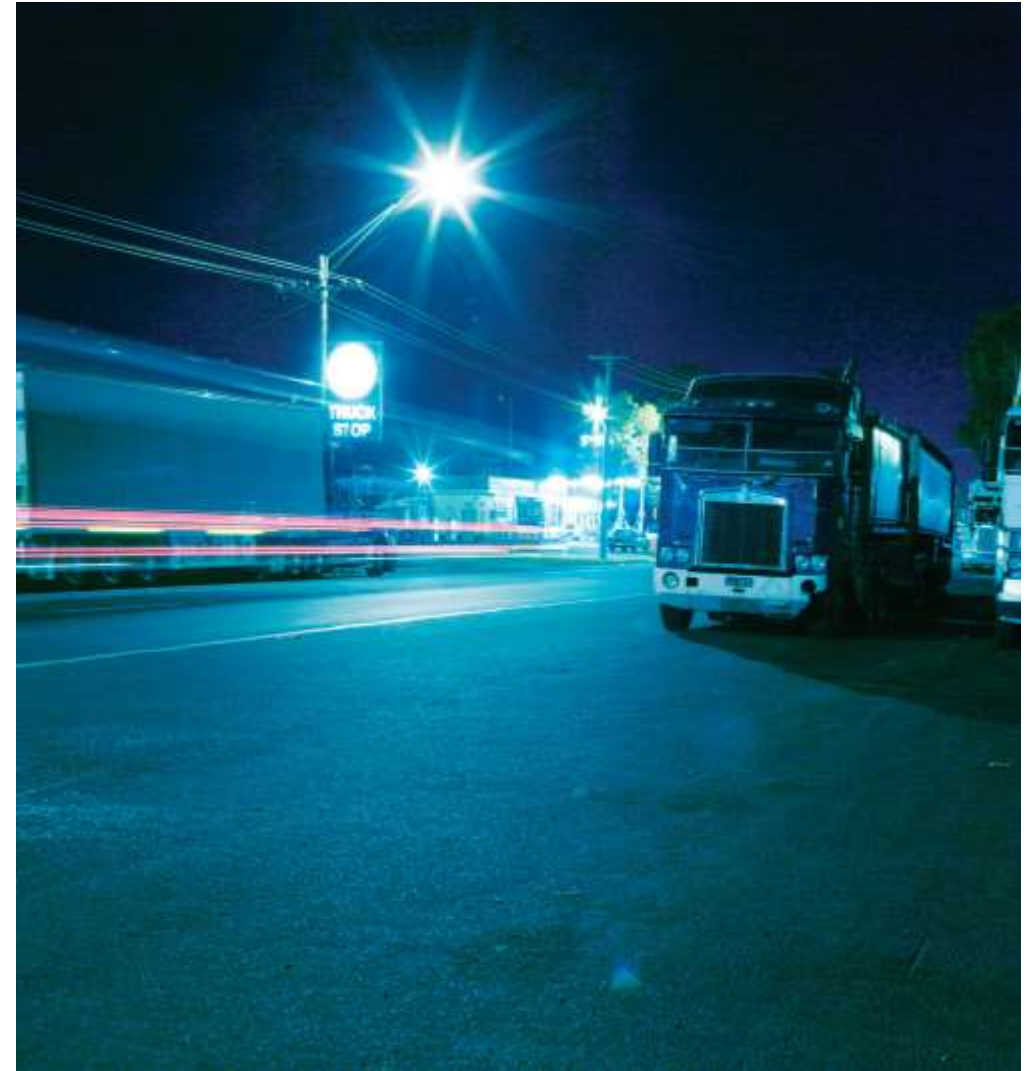
We know Dubbo is a particularly popular stop on this important freight corridor and upgrading our rest areas is a priority, particularly as there are no toilet facilities between Tomingley and Gilgandra.

Transport for NSW has been engaging with the freight industry to guide our planning on potential rest area upgrades on the Newell Highway near Dubbo.

Three areas have been identified including:

- Bourke Street
- Zoo Information Bay and
- Brocklehurst

Valuable feedback has already been received and Transport is continuing to develop options for a feasible solution to seek funding to roll out these potential improvements.



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

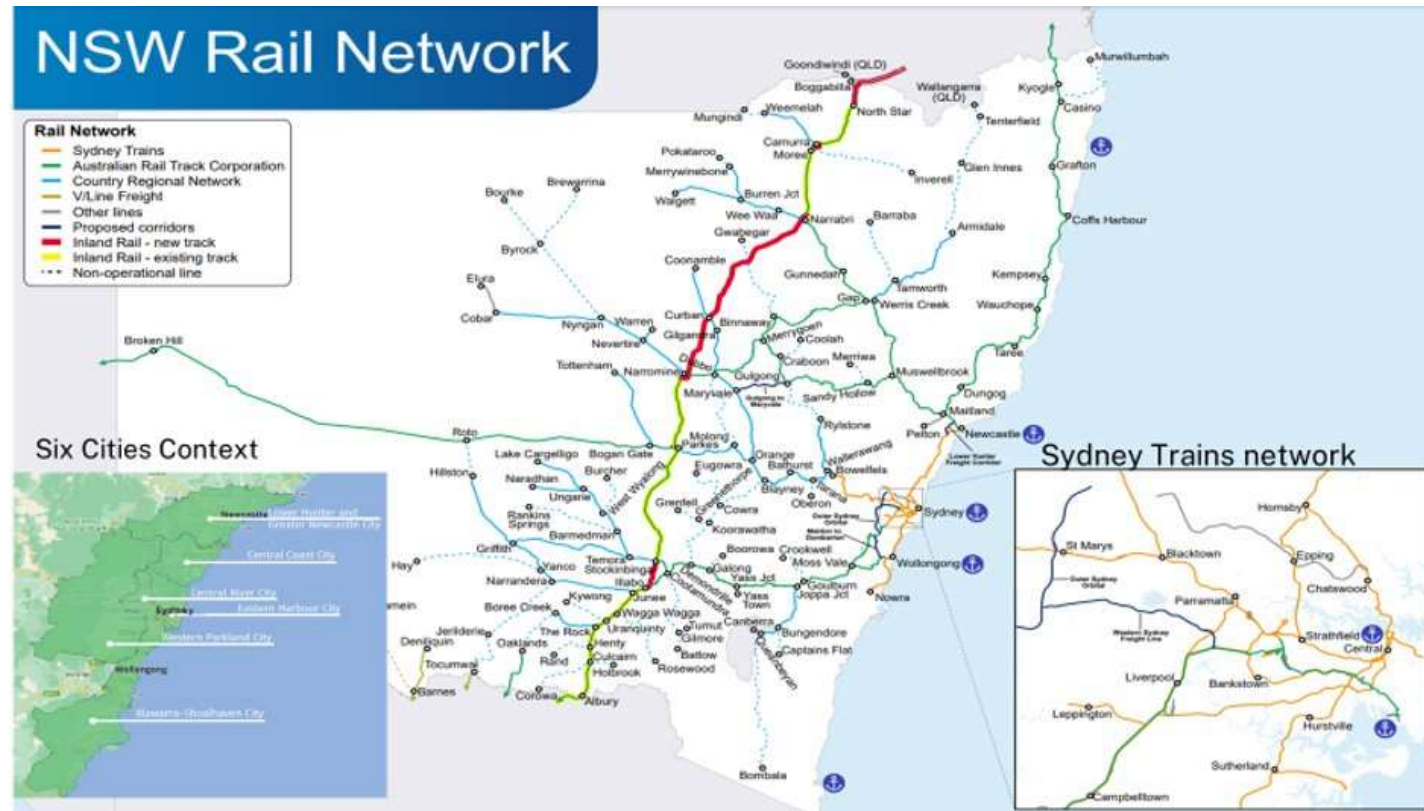
Early analysis has been completed

- 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.



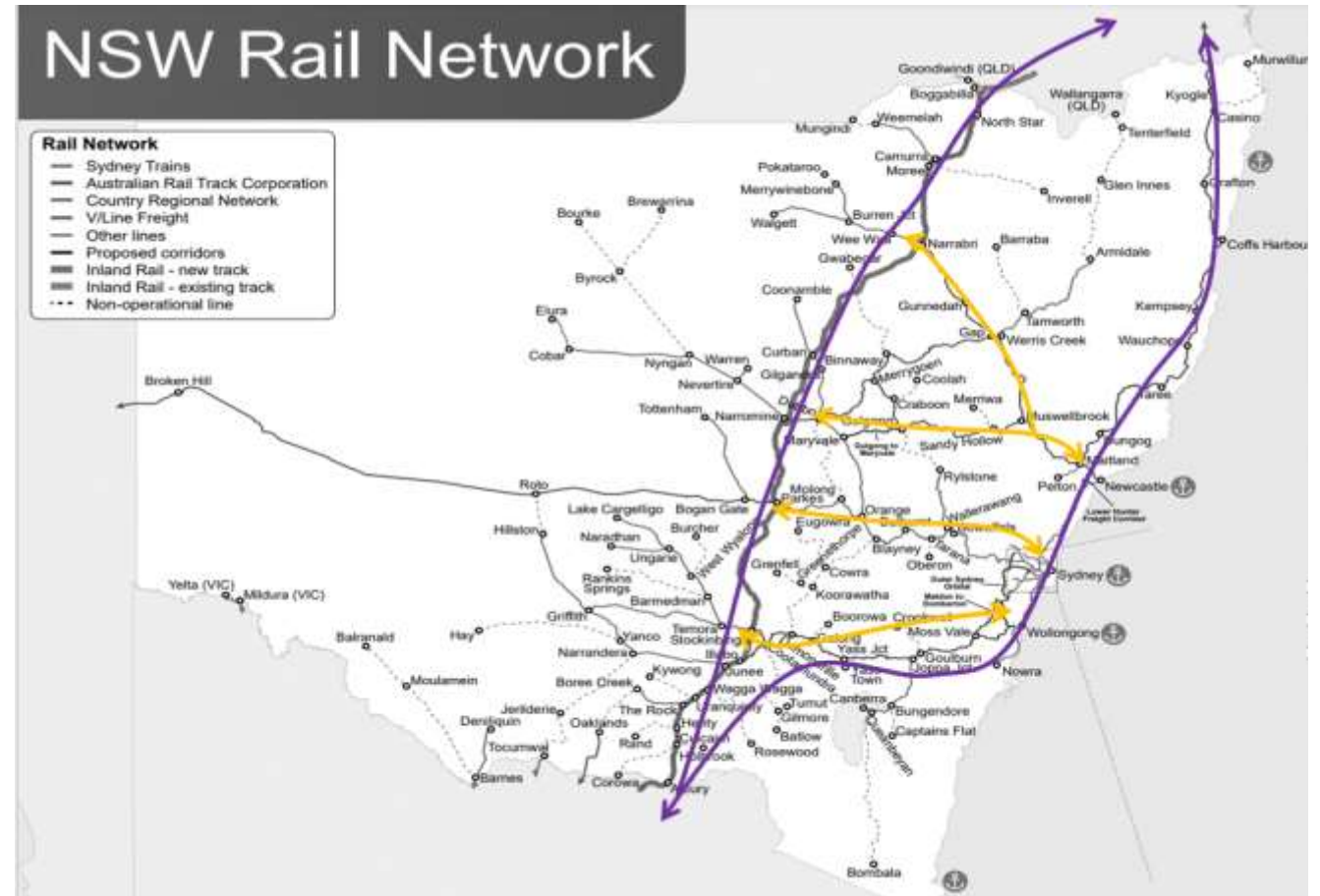
Rail freight planning

- 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

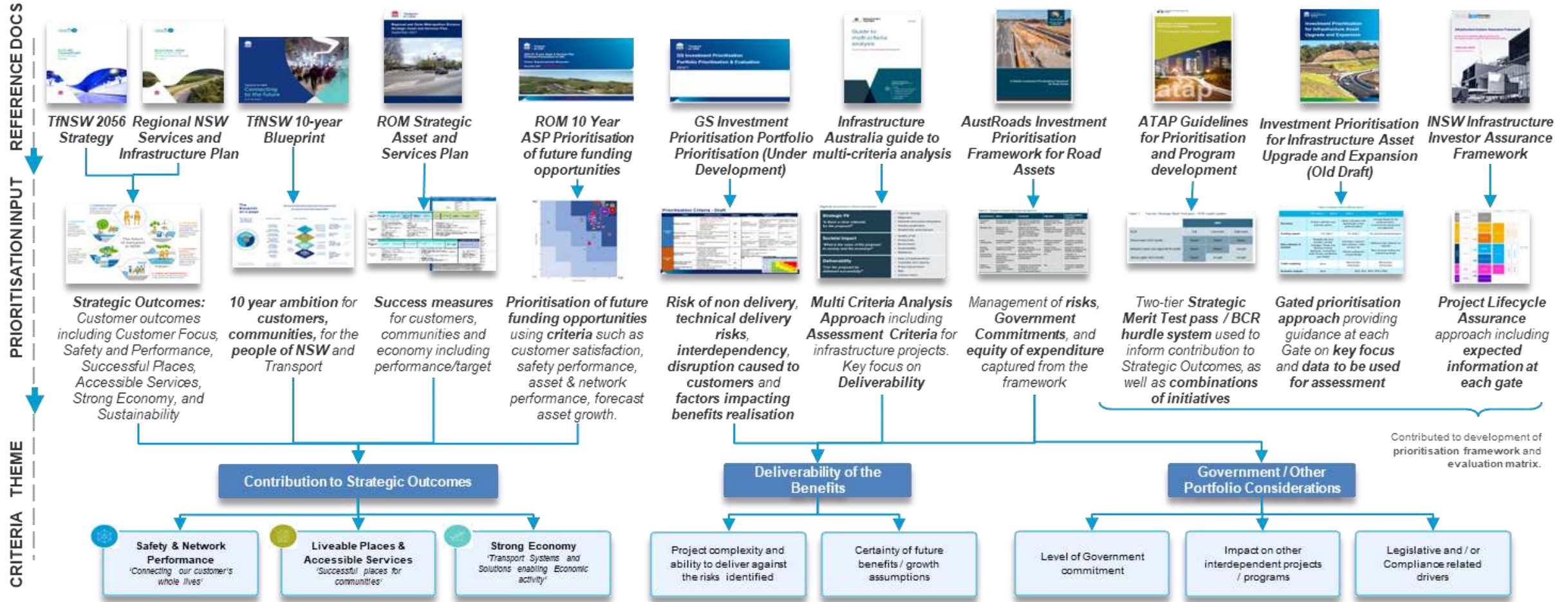
- Weather patterns and climate – Resilience
- New supply chain considerations and changing dynamics in some industries
- Change in population – travel and transportation needs are shifting
- How can we strengthen E-W connections to improve network resilience?
- Needs of new renewable energy zones, minerals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



Planning investment & funding programs



Pipeline Prioritisation Criteria





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



Future funding programs

- Heavy Vehicle Rest Stops
- Regional Rail
- Regional Roads

