

NEWELL HIGHWAY CORRIDOR STRATEGY

Community Consultation Report

MAY 2015



**The new state
of business**

**Newell Highway Corridor Strategy
Community Consultation Report**

May 2015

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Transport for NSW

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Contents

INTRODUCTION AND BACKGROUND	2
Purpose of this report	2
Background to the project	2
Consultation approach	3
CONSULTATION SUMMARY	4
Comments of support	4
Overview of issues raised	4
CORRIDOR ISSUES RAISED	5
Road design and geometry	5
Urban amenity	6
Rest areas	7
Higher productivity vehicle access	8
Pavement condition	9
Overtaking lanes	10
Interstate coordination	11
Flooding	11
Railway crossings	12
Freight hubs	13
Other	13
WAY FORWARD	15
APPENDIX 1 – STAKEHOLDERS INVITED TO COMMENT	16
APPENDIX 2 – TABLE OF RESPONDENTS	17

Introduction and background

Purpose of this report

The purpose of this report is to summarise the feedback provided by community members and stakeholders through formal submissions, in response to the public exhibition of the Draft Newell Highway Corridor Strategy.

The report details how the feedback presented by community groups during the consultation period has been addressed to update the final Newell Highway Corridor Strategy document.

Background to the project

The Newell Highway Corridor Strategy is a NSW Government initiative that identifies options for how the government will manage road transport along the Newell Highway corridor in line with the NSW Long Term Transport Master Plan (LTTMP), the New England, Central West and Murray-Murrumbidgee Regional Transport Plans, the NSW Freight and Ports Strategy and other relevant national and state planning frameworks. It integrates planning for all road users and sets out initiatives, solutions and actions to meet NSW transport challenges. The corridor strategy supports the two key aims of the LTTMP, to provide essential access for Regional NSW and to set, as a priority, the need to support an efficient and productive freight industry.

The NSW Government has made fundamental changes to infrastructure planning and investment to ensure funding is allocated

towards the initiatives that deliver the best value, based on compelling evidence. Corridor strategies are being prepared for every State road in NSW to create consistency in how the State Road Network is managed and planned. These corridor strategies make planning and investment decisions transparent to the community, councils and other government agencies.

The Newell Highway Corridor Strategy has been prepared by multidisciplinary project teams from Transport for NSW (TfNSW) and Roads and Maritime Services (RMS) with expertise in road safety, traffic, asset management, land use, environment, planning and development.

The strategy aims to address the current and future transport needs of the corridor, including support for greater use of higher productivity vehicles (HPVs). HPVs are vehicles that exceed the carrying capacity of a standard semi-trailer enabling them to carry larger loads per trip and thereby reducing the number of trips required to move the same amount of freight. Examples include 25/26m B-doubles and 36.5m B-triples. The strategy builds on numerous upgrade works already completed on the corridor by the NSW Government, including delivering extra overtaking lanes to improve travel time and level of service for our road customers.

Consultation approach

The Draft Newell Highway Corridor Strategy was released for public comment between the 6th of May and 20th of June 2014. The draft report was published on the TfNSW and RMS internet websites for viewing by the general public and a process for providing feedback was detailed.

Copies of the draft were also mailed to relevant stakeholders who were invited to provide comment and assessment. The list of community stakeholders who were mailed a copy can be found in Appendix 1. Stakeholders were encouraged to talk to the RMS Regional Manager in the Western and South West regions regarding any issues and submit written responses via a Newell Highway Corridor Strategy email account.

This feedback was sought to better inform the final strategy document and was vital when developing the corridor strategy to ensure local knowledge is at the heart of any future upgrade and maintenance decisions. It helps to ensure that the planned investment on the highway meets the needs of the local communities and industries it serves.



The final Newell Highway Corridor Strategy can be viewed on the Transport for NSW website at the following address:
www.transport.nsw.gov.au/publications/newell-highway-corridor-strategy



Consultation summary

Total of
143
comments for
discussion

Comments of support

A positive response has been received on the draft strategy from a number of stakeholders along the corridor including local councils, community and business groups, local industry and community members.

The feedback obtained has included expressions of support for this strategy as it provides a clear staging of options for improvements along the highway over the next 20 years. The strategy has provided a high degree of certainty for councils to consider their local road network needs based on the plans outlined in the draft strategy.

A number of councils have written and expressed their support for the aims and direction of the strategy, including:

- Dubbo City
- Parkes Shire
- Narrandera Shire
- Berrigan Shire
- Bland Shire
- Moree Plains Shire
- Forbes Shire

Other stakeholders including the Newell Highway Taskforce, Truckright, the National Road Transport Association and the NSW Department of Planning and Environment have also expressed support for the improvements detailed in the strategy which aim to provide local and regional benefits.

Overview of issues raised

A total of 25 submissions were received covering a range of topics and totalling 143 comments for discussion. This included 15 comments of support for the aims and direction of the strategy. The remaining 128 discussion points are grouped into 11 categories based around the issues most commonly raised. The issues most frequently raised were regarding:



Road Design and Geometry



Urban Amenity



Rest Areas



Higher Productivity Vehicle Access



Pavement Condition



Overtaking Lanes



Interstate Coordination



Flooding



Rail Crossings



Freight Hubs



Other Issues

A summary of each issue and the NSW Government's response is provided below, along with a reference to the community respondent from whom the comment was received.

Corridor issues raised



Road design and geometry

Issue description

Road design relates to the physical geometry and layout of the road, this includes the horizontal curves on the highway, the various grades of any hills along the route, the width of the road including the line marking arrangement, and the design of intersections with roads connecting to the highway.

Submission numbers

A total of 13 submissions have been received relating to road design, with 26 different comment points raised in these submissions. The reference numbers for the contributors are: 2, 6, 8, 9, 12, 13, 14, 17, 18, 20, 22 & 25, and more detail about their background can be found in Appendix 2.

Summary of Issues

1. Comments have been received relating to the width of the road and the line marking along the corridor, as well as the methods used to delineate roundabouts and traffic islands.
2. The maximum speed set at various locations on the highway, both in towns and at overtaking points, has been raised by a number of contributors.
3. The intersection design, in terms of the ability for heavy vehicles to negotiate the turning movements required and priority not being given to through traffic at a number of junctions with other roads along the corridor. These issues were frequently flagged, particularly at Forbes, Yarrabar (south of Dubbo), Boggabilla and Gilgandra.

4. Comments have been received pointing out a number of unsafe road curves at locations along the corridor. In particular, sites near Narrabri, Grong Grong, Bellata and Moree have been noted by contributors.
5. A number of respondents have commented on signposting both on the approach to and within towns. Comments relate to the proliferation of signage, whether less signage could be used in some cases and if more signage can be provided in other cases.

Issue response

1. In regard to line marking, the NSW Centre for Road Safety has carried out a trial of a wide centre line treatment on the Newell Highway. The analysis of the results showed a reduced risk of interaction between opposing streams of traffic, improved lane discipline and a general reduction in speed at trial locations. The results of this trial suggest the corridor strategy should aim to implement the wide centre line treatment where possible along the corridor.

For lane and sealed shoulder widths, the corridor strategy is guided by the RMS Network Performance Measures and Planning Targets (2010). The standard set is for at least 2 metres of sealed shoulder and 3.5 metre lane widths on the Newell Highway. Substandard sections have been flagged for improvement in the report.

With regard to raised traffic islands and roundabouts the AUSTROADS Guide to Road Design (Part 3 – Geometric Design) (2010) states that they should be raised to improve their visibility and achieve deflection which limits travel speeds through roundabouts. The corridor strategy aligns with the practice set out in the AUSTROADS Guide. Raised traffic islands also house pedestrians and signage.

2. The current maximum speed limit on the Newell Highway is 110kph, however a number of sections are constrained by road geometry to a limit of 100kph or 50-80kph through towns. The corridor strategy aims to remove some of these constraints through improvements to road geometry and consideration given to heavy vehicle town bypasses along the route.
3. Intersections that constrain the movement of heavy vehicles, in particular Higher Productivity Vehicles have been assessed in the strategy. Other substandard intersections flagged during the consultation period have been included in the final strategy where appropriate.
4. Road design standards are set out in the AUSTROADS Guide to Road Design (Part 2 – Road Geometry) (2010) and in the RMS Network Performance Measures and Network Planning Targets (2010). Deficient curves along the corridor have been identified in the strategy and listed as an investment priority to be rectified. The AUSTROADS Guide to Road Design also provides guidelines for safety barrier treatments on curves, with which the corridor strategy is consistent.
5. Tourist signage on the corridor is assessed by the Tourist Attraction Signposting Assessment Committee (TASAC) and any decisions must find a balance between supporting regional tourism and excessive signage becoming a distraction to drivers using the corridor. Signs for safety and direction are installed in accordance to the principles set out in the AUSTROADS Guide to Traffic Management (Part 10 – Traffic Control and Communications Devices) (2009). The corridor strategy assessment of signage is aligned with these guidelines.



Urban amenity

Issue description

Urban amenity describes how the Newell Highway impacts on the liveability of towns located along the corridor. Approximately 80,000 people live in towns and villages along the Newell Highway and whilst the highway connects townships to industry and employment opportunities, it can also bring an undesirable level of traffic, noise and disruption to townships when heavy vehicles pass through their centres.

Submission numbers

A total of 12 submissions have been received relating to urban amenity, with 16 different comment points raised in these submissions. The reference numbers for the contributors are: 1, 2, 3, 4, 6, 10, 11, 13, 14, 18, 22 & 23, and more detail about their background can be found in Appendix 2.

Summary of Issues

1. A common issue raised was the need to look at town bypasses for heavy vehicles to limit their impact on the amenity of local communities including Parkes, Coonabarabran, Dubbo, West Wyalong and Forbes. Townships do not always want the highway to completely bypass their town but there is a clear desire to see heavy vehicles filtered off the main street and sent around their town via a dedicated heavy vehicle bypass.
2. Respondents have raised points regarding the need to measure heavy vehicle noise pollution in towns and the impact this has on the local residents along the corridor.
3. There have been a number of submissions raising the problem of traffic congestion in town centres along the corridor, particularly in the towns of Parkes and Dubbo.

Issue response

1. Over time as town centres have developed along the Newell Highway local traffic volumes have increased and it is recognised that the highway's increasing interaction with inter-regional traffic has started to impact on traffic efficiency and safety. Town bypasses can be a solution to this problem but careful assessment of the appropriate action is required. The corridor strategy aims to develop a strategy for prioritising a program of town bypasses, including assessment of the type of bypass required, with the aim of improving travel within towns, reducing delays caused to freight traffic and increasing safety. The heavy vehicle bypasses of Moree and West Wyalong have been captured in the strategy and options for removing heavy vehicles from the centres of Parkes, Coonabarabran and Dubbo are also being investigated.
2. The Noise Abatement Program addresses existing traffic noise impacts from State and Federal roads in NSW. The Noise Abatement Program is funded by the NSW Government and is delivered by RMS. The program provides noise mitigation treatment for homes and other noise sensitive places such as schools, hospitals and churches where there is very high traffic noise. Residents who believe they are adversely affected by road traffic noise are invited to complete an application with RMS for noise treatments. More information about the program can be found here: www.rms.nsw.gov.au/about/environment/reducing-noise/noise-abatement-program.html
3. With an increase in freight volumes on the Newell Highway town centres along the corridor are now often faced with peak hour traffic congestion. Parkes and Dubbo have been identified as potentially meeting the criteria for a heavy vehicle bypass aiming to relieve town centre congestion and the corridor strategy reflects this.



Rest areas

Issue description

Highway rest areas are important facilities for fatigue management along the corridor. Driver fatigue has been identified as a contributor to road crashes and presents a safety risk to all road users. Better trip planning, including frequent rest breaks can help drivers avoid fatigue. Rest areas and stopping bays need to be strategically located and signposted.

Submission numbers

A total of nine submissions have been received relating to rest areas, with 18 different comment points raised in these submissions. The reference numbers for the contributors are: 2, 10, 14, 15, 17, 18, 19, 20 & 25, and more detail about their background can be found in Appendix 2.

Summary of Issues

1. The driver amenities provided at rest areas are very important in determining how useful rest areas are for drivers and how often they will be used. Comments have been received stressing the importance of rest area design, suggesting segregating heavy vehicles from light vehicle passing traffic and the importance of improving rest area facilities such as shelters, toilets and showers.
2. Comments were received suggesting ways to improve the signposting of rest areas and a number also pointed out the need for garbage facilities and regular collection of garbage at each rest area.
3. There were also suggestions to look into upgrades to include 'smart technology' at rest areas to provide more information for truck drivers using the corridor.

Issue response

1. Improving rest areas on the Newell Highway is an immediate priority with adequate provision for heavy vehicles identified as a key component of improving access and productivity on the route. Funding has been allocated through the Federal Heavy Vehicle Safety and Productivity Program (HVSP) to improve the facilities at rest areas with regard to access, toilets and shade over the past few years. Funding will continue to be sought from the Federal Government for further improvements to rest areas on the highway.

2. Funding under the HVSP has also been provided to improve the signposting leading up to rest areas, including the provision of reflective markers as part of upgrade works. Funding will continue to be sought from the Federal Government for further improvements to rest areas along the corridor.

Garbage collection and facilities maintenance at rest areas are already covered by road maintenance council contracts with local council authorities or road services contractors and will continue to be delivered.

3. The Centre for Road Safety at Transport for NSW is undertaking a trial of Smart Rest Areas along the Newell Highway between Narrabri and Gilgandra on behalf of the NSW and Australian governments. The project aims to improve road safety for heavy vehicle drivers through helping them to better manage fatigue by taking rest opportunities. The trial is complete and analysis and evaluation is underway to determine the findings. The technology aims to help heavy vehicle drivers locate appropriate rest areas and potentially integrate with work diaries.



Higher productivity vehicle access

Issue description

A key objective of the Newell Highway Corridor Strategy is to improve freight productivity by extending the areas accessible to Higher Productivity Vehicles (HPVs) and supporting industry to progressively adopt modern vehicles. Improving freight productivity and efficiency adds directly to national economic output by reducing the costs associated with freight movement. HPVs are able to carry larger loads per trip reducing the number of trips required to move the same amount of freight. Work is required to eliminate the road deficiencies and remove impediments to HPV access on the Newell Highway.

Submission numbers

A total of 10 submissions have been received relating to HPV access, with 15 different comment points raised in these submissions. The reference numbers for the contributors are: 5, 10, 13, 14, 18, 19, 20, 22 & 25, and more detail about their background can be found in Appendix 2.

Summary of Issues

There are a number of locations along the corridor where HPV access is restricted. This makes the corridor unsuitable for HPV freight using the corridor to travel between Brisbane and Melbourne. A number of locations where HPV access is not suitable were flagged by community and industry members including junctions and other obstacles at West Wyalong and Narrandera.

Issue response

Community members flagged a number of deficiencies for HPV access during the consultation process. The final strategy document has been updated to better reflect the constraints to HPV access.

The NSW Government program 'Fixing Country Roads' has also been established to provide local councils with the funding required to improve their local roads to enable better 'last mile' freight connections to State road corridors. More information can be found at the link below and local councils are encouraged to prepare submissions for funding for local projects to eliminate connectivity constraints in regional NSW, with the aim of improving freight productivity: www.transport.nsw.gov.au/media-releases/expressions-interest-called-fixing-country-roads



Pavement condition

Issue description

The comments received regarding pavement condition relate to the current standard of the road surface as well as its service life and maintenance. Effectively managing the Newell Highway's pavement condition over the long term is a key task that involves estimating the pavement's remaining service life to ensure adequate rates of pavement replacement. In order to provide a suitable asset for HPV access heavy duty pavement should be used.

Submission numbers

A total of five submissions have been received relating to pavement condition, with eight different comment points raised in these submissions. The reference numbers for the contributors are: 8, 9, 10, 14 & 24, and more detail about their background can be found in Appendix 2.

Summary of Issues

Comments were received regarding the methods used for measuring the smoothness of the surface and in particular stressing the importance of assessing the impact of older culverts on the condition of the pavement above.

A number of comments have been received relating to the programming of surface maintenance, with a number of locations flagged and suggestions made for better coordination of maintenance along the corridor.

Issue response

1. The corridor strategy section on roughness has been reviewed and updated where required following questions raised by community members and stakeholders during the consultation process. The strategy gives guidelines for targeting substandard sections of pavement for upgrade to 'heavy duty' pavement capable of withstanding the weight of HPVs without resulting damage to the road surface. This will be of increased importance in the future as access for HPVs is improved.
2. RMS plans all new works in agreement between the various internal sections (including maintenance) to ensure collaboration and the most efficient use of resources while onsite. 11 of the 18 funded overtaking lanes have now been delivered, with all combining construction of overtaking lanes with pavement reconstruction and full width reseals. The Pilliga and Girrawheen sites included adjacent rehabilitation projects, and some future projects may follow the same practice. The need to rehabilitate the pavement will be considered in all projects.



Overtaking lanes

Issue description

Overtaking lanes improve travel times and level of service for road customers; they also reduce driver frustration and unsafe behaviour. The need for implementing extra overtaking lanes has been discussed by a number of contributors.

Submission numbers

A total of eight submissions have been received relating to overtaking lanes, with eight comment points raised in these submissions. The reference numbers for the contributors are: 8, 9, 10, 18, 20, 22 & 25, and more detail about their background can be found in Appendix 2.

Summary of Issues

With a large diversity of vehicle types utilising the Newell Highway corridor, from heavy freight vehicles to oversized farming and mining equipment, school buses and commuter vehicles, the level of service on the road could be improved by providing overtaking opportunities when these different vehicle types share the same two lane corridor. Contributors have expressed the need to continue building overtaking lanes as the highest priority for the corridor strategy.



Issue response

The importance of overtaking lanes on the Newell Highway has been highlighted in the final corridor strategy document. In 2011, the NSW Government undertook the Newell Highway Potential Overtaking Lane Study and 57 potential sites were identified. Currently 11 have been completed and the program is ongoing to implement the other sites identified as funding becomes available.

Suggestions were also made for improving the effectiveness of the lanes such as increasing their length and speed limit. Where possible, these recommendations have been included in the strategy and will be considered as part of future investigations and overtaking lane implementation.

Interstate coordination

Issue description

The Newell Highway is the main road corridor between Brisbane and Melbourne. The road corridor is used to connect increasing freight movements between these cities to producers in western NSW. Given the interstate freight movements, it is important that the aims and objectives for the corridor strategy remain consistent across the Queensland and Victorian borders.

Submission numbers

A total of five submissions have been received relating to interstate coordination, with five comment points raised in these submissions. The reference numbers for the contributors are: 11, 14, 15, 20, 21 & 22, and more detail about their background can be found in Appendix 2.

Summary of Issues

Questions were raised by contributors about the condition of the highway once it crosses the state border. The vision statements and objectives for the strategy can only be realised if the Queensland and Victorian governments share the same vision for the Newell Highway. Coordination is required for practical issues across borders such as the coordination of rest areas and overtaking lanes and the consistency of signposting and facilities.

Issue response

An important issue was raised stressing the need to coordinate across state borders as the corridor does not start and end at the NSW state border. In particular, consideration must be given to coordinating rest areas across the border and ensuring the level of access and facilities for heavy vehicles does not change once the corridor crosses borders. An update to the corridor strategy has been made to adequately capture this issue. RMS has a good working relationship with VicRoads in Victoria and the Queensland Department of Transport and Main Roads, and cross border communication is ongoing.

Flooding

Issue description

The Newell Highway crosses a large number of floodplains as well as waterways subject to flooding. Flooding can result in highway closures at multiple locations for hours and, at times, for several days. This can leave communities isolated or cut off and result in costly delays to freight movements along the corridor. Developing strategies to cope with flood events on the corridor is an important aim of the strategy document.

Submission numbers

A total of four submissions have been received relating to flooding, with six comment points raised in these submissions. The reference numbers for the contributors are: 6, 13, 18 & 22, and more detail about their background can be found in Appendix 2.

Summary of Issues

1. The susceptibility of the highway to flooding was raised as an issue around Dubbo, Gillenbah (south of Narrandera) and West Wyalong with contributors stressing the impact this has on the communities in this area. Suggestions and strategies have been put forward to improve flood immunity on the highway.
2. Comments were received regarding the diversion strategies in place during floods and the need for effective planning taking into account the needs of all community members when developing a flood diversion strategy.

Issue response

1. The correspondence from community stakeholders has reinforced the corridor strategy's response to flooding on the highway. Community members have identified further areas prone to flooding and these have been included in the corridor strategy report. It is also important that input from local councils be sourced and incorporated when developing any localised strategy for flood defence.
2. The corridor strategy has been updated to better reflect the need for properly planned flood diversion strategies to be implemented during flood events in order to minimise the impacts of flooding on communities and industry groups along the corridor. These strategies should be included in the incidence response plans for the region.



Railway crossings

Issue description

Rail crossings can refer to either a level crossing – the intersection of a road or walkway and a railway line at the same grade – or a grade separated crossing, where the road and rail line are either under or over one another. At-grade rail crossings can present risks relating to road safety and negatively affect travel times on intersecting roads.

Submission numbers

A total of five submissions have been received relating to railway crossings, with six comment points raised in these submissions. The reference numbers for the contributors are: 11, 13, 19 & 22, and more detail about their background can be found in Appendix 2.

Summary of Issues

Comments were received regarding specific railway crossings on the corridor, in particular the road safety issues and delays they cause, including crossings at Coonabarabran, Narrandera, Forbes and Parkes.

Issue response

Respondents raised an issue regarding railway crossings that affect the operation of the highway which was not captured in the draft report, either because the train service is no longer operational or because the line is not directly crossing the highway. These issues have been captured with an update in the final document. Rail crossings are still maintained by asset maintenance teams even if trains are no longer running on the line.



Freight hubs

Issue description

An important consideration in the freight distribution network is the many regional freight hubs which enable the connection and transfer of freight between different vehicles and different transport modes, including rail and air. The corridor strategy should recognise these important centres for freight distribution with their consideration included in any strategy development.

Submission numbers

A total of four submissions have been received relating to freight hubs, with five comment points raised in these submissions. The reference numbers for the contributors are: 10, 15, 20 & 21, and more detail about their background can be found in Appendix 2.

Summary of Issues

A number of comments were received suggesting that not enough importance was shown to freight hubs in the corridor strategy document. In particular, freight hubs at Tocumwal, Parkes and Moree should be documented in the report.

Issue response

The corridor strategy has been updated to better capture this critical aspect of regional freight transport. Successful freight hubs currently in operation have been recognised in the report and consideration given to the planning required for future regional hubs. TfNSW has been working on improving intermodal terminals by looking at improved rail and road access through the Fixing Country Roads initiative. The potential development of the inland freight rail line will present further opportunities to establish freight hubs between road and rail at future planned stations.



Other

Issue description

A number of other issues were raised during the consultation period including queries about cycling provision, garbage collection, mobile coverage and incidence response plans on the Newell Highway corridor. This section addresses these remaining issues.

Submission numbers

A total of seven submissions have been received relating to other issues, with 11 comment points raised in these submissions. The reference numbers for the contributors are: 14, 16, 18, 19, 21, 22 & 25, and more detail about their background can be found in Appendix 2.

Summary of Issues

1. Comments were received regarding the lack of reliable telecommunications on the corridor including mobile and wifi coverage along the highway.
2. A comment was received regarding the coverage of incidence response plans in the strategy. In particular, the impact on local roads of any diversions in place when an incident forces the closure of a section of the highway.
3. A comment was received regarding the planned cycling provision on the corridor, and the need for dedicated cycling provision around Parkes and Forbes.
4. Comments were received addressing the need for garbage collection along the roadside of the Newell Highway.
5. Comments have been received pointing out errors and corrections to be made in the final document.

Issue response

1. The State Government, including RMS have discussed improvement of mobile phone coverage with carriers, highlighting areas of poor or nil coverage. An example is the Pilliga region along the Newell Highway between Coonabarabran and Narrabri. Initially known as a black area with no coverage, it was seen as a concern for motorists who may experience a breakdown or an emergency in the area. After discussions between RMS and carriers, the section now has improved mobile coverage. The State Government will continue to work with private industry to improve telecommunications in rural areas.
2. The need to consider the impacts of detours outlined in incident response plans on local and regional roads has been noted in the final Newell Highway Corridor Strategy.
3. The road corridor strategy identifies the need to support walking and cycling infrastructure within the town centres along the corridor. The NSW Government will work with local councils to integrate walking and cycling into their ten-year Community Strategic Plans to ensure there is more provision for walking and cycling, and will promote this approach with Regional Organisations of Councils. The Regional Transport Plans for the Central West, Murray-Murrumbidgee and New England regions further detail the active transport plans in the communities in these regions such as the 'Cycling Towns Program' to assist with funding bicycle infrastructure in regional towns. The current policy is to focus on improving cycling facilities within a five kilometre radius of the main population centres and walking facilities within a two kilometre radius of such centres.
4. Garbage collection along the Newell Highway corridor is covered by road maintenance council contracts with either the local council authorities or road services contractors and this arrangement will continue.
5. We thank contributors for spotting errors in the draft strategy. These have been amended in the final strategy document.



Way Forward

This Community Consultation Report summarises the comments and feedback received by Transport for NSW on the Draft Newell Highway Corridor Strategy following a public consultation period between May and June 2014. The report also attempts to respond to the concerns raised in these submissions.

Consideration of the issues raised during the public submissions period has led to a number of updates to the final document.

We would like to thank community members and stakeholders for their time and input into the corridor strategy development process. We would also like to thank local councils for providing technical analysis and documents that will be of assistance in the development of road projects.

Local knowledge has been invaluable in the process of developing a strategy for the Newell Highway corridor and input from community members and stakeholders using the corridor has been vital in the development of a final document that accurately represents the requirements of the community it aims to support.



Appendix 1 –

Stakeholders invited to comment

Berrigan Shire Council

Bland Shire Council

Central NSW Councils (Centroc)

Coolamon Shire Council

Dubbo City Council

Forbes Shire Council

Freight Advisory Council

Gilgandra Shire Council

Infrastructure NSW

Jerilderie Shire Council

Moree Plains Shire Council

Narrabri Shire Council

Narrandera Shire Council

Narromine Shire Council

National Heavy Vehicle Regulator

Newell Highway Taskforce

NSW Department of Planning and Environment

Parkes Shire Council

Urana Shire Council

Warrumbungle Shire Council

Weddin Shire Council

Appendix 2 –

Table of respondents

Respondent	Respondent number	Sections where issues were considered
Resident of Coonabarabran	1	Urban Amenity
Technical Expert (Internal)	2	Road Design and Geometry, Urban Amenity, Rest Areas
Resident of Parkes	3	Urban Amenity
Resident of Narrabri	4	Urban Amenity
Freight Operator in Gunnedah	5	Higher Productivity Vehicle Access
Dubbo City Council	6	Road Design and Geometry, Urban Amenity, Flooding
Technical Expert (Internal)	7	Other
Freight Operator	8	Road Design and Geometry, Pavement Condition, Overtaking Lanes
Freight Operator in Moree	9	Road Design and Geometry, Pavement Condition, Overtaking Lanes
NATROAD	10	Urban Amenity, Pavement Condition
Parkes Shire Council	11	Urban Amenity, Interstate Coordination, Railway Crossings
Resident of Eugowra	12	Road Design and Geometry
Narrandera Shire Council	13	Road Design and Geometry, Urban Amenity, Higher Productivity Vehicle Access, Flooding, Railway Crossings
TRUCKRIGHT	14	Road Design and Geometry, Urban Amenity, Rest Areas, Higher Productivity Vehicle Access, Pavement Condition, Interstate Coordination, Other
Berrigan Shire Council	15	Rest Areas, Interstate Coordination, Freight Hubs
Technical Expert (Internal)	16	Other
Residents of Yarrabar	17	Rest Areas
Bland Shire Council	18	Road Design and Geometry, Urban Amenity, Rest Areas, Higher Productivity Vehicle Access, Overtaking Lanes, Flooding, Other
Warrumbungle Shire Council	19	Rest Areas, Higher Productivity Vehicle Access, Railway Crossings, Other
Moree Plains Shire Council	20	Road Design and Geometry, Rest Areas, Higher Productivity Vehicle Access, Overtaking Lanes, Interstate Coordination, Freight Hubs
NSW Department of Planning and Environment	21	Freight Hubs, Other
Central NSW Councils	22	Road Design and Geometry, Urban Amenity, Higher Productivity Vehicle Access, Overtaking Lanes, Interstate Coordination, Flooding, Railway Crossings, Other
Resident of Narrabri	23	Urban Amenity
Technical Expert (Internal)	24	Road Design and Geometry, Higher Productivity Vehicle Access, Pavement Condition, Overtaking Lanes, Railway Crossings, Other
Newell Highway Taskforce	25	Road Design and Geometry, Rest Areas, Higher Productivity Vehicle Access, Overtaking Lanes, Other

