

Newell Highway upgrade at Coonabarabran

Community Consultation Summary Report

Roads and Maritime Services | September 2019

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Executive summary

This Community Consultation Summary Report provides a summary of the feedback received from community consultation carried out by Roads and Maritime Services during the early planning and design process for the proposed Newell Highway upgrade at Coonabarabran in north western NSW.

Upgrading the Newell Highway at Coonabarabran aims to support more efficient movement of freight by improving heavy vehicle access while reducing noise and air pollution by diverting trucks off local streets.

The project would benefit customers, community and other stakeholders by:

- Reducing travel time
- Improving freight productivity
- Lowering costs for vehicle operators
- Reducing traffic congestion
- Reducing conflict between local traffic and heavy vehicles
- Connecting rural communities to major regional facilities
- Improving motorist and pedestrian safety.

The bypass options would specifically:

- Reduce noise and air pollution in town for bypass options
- Reduce trucks on local streets.

Community consultation began in 2019 and involved the display of strategic options to inform the selection of a suitable route. The community was invited to provide feedback during May and June 2019.

The community was presented with three strategic options including one 'in town' option travelling along the existing Newell Highway, and two bypass options to the east of town.

The majority of feedback was collected through a survey, where community members were asked to provide feedback on all three options. The survey also asked the community to rate the importance of various issues such as safety, environmental impact and project cost. The results of the survey largely reflected the views of the local community. The survey response rate for broader stakeholders outside of Coonabarabran was limited. All survey results are outlined in this report.

Roads and Maritime received 302 submissions from the community and stakeholders. Submission comments have been grouped into themes. There were 736 comments across a range of themes.

Key issues raised by the community and stakeholders include:

- Socio-economic impacts (on the local community, business and tourism)
- Traffic and transport impacts (heavy vehicles in the town centre, safety, traffic flow and access to town)
- Route options (for heavy vehicles, road design and connections)
- Property and land use (impact to properties and compensation)

- Environmental impacts (noise and air pollution).

Feedback was also received on other topics including:

- Parking
- Alternative proposals and suggestions
- Community consultation
- Funding.

Next steps

All feedback will be reviewed and considered in determining a preferred option. The next steps for the project include determining the preferred route, developing a concept design and investigating the environmental impacts before developing a detailed design.

Roads and Maritime will continue to engage with the community and stakeholders throughout the planning of the upgrade of the Newell Highway at Coonabarabran.

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1. Introduction

1.1 Background

The NSW Government is providing \$11.5 million for planning of an upgrade of the Newell Highway at Coonabarabran in the state's north west. This work is part of the \$500 million Newell Highway upgrade program.

Project objectives and benefits include:

- Upgrading the Newell Highway to support more efficient and productive movement of freight
- Improving access to and from major regional facilities as well as existing residential and commercial areas
- Improving travel efficiency for local and regional road users by catering for the mix of vehicles travelling the Newell Highway
- Minimising disruption to road users from road closures and recognising needs of the community with no alternate access
- Enhancing road safety for all users with improved design features.

Work completed to date:

Early investigations carried out by Roads and Maritime Services in 1998/99 identified potential bypass alignments and included community engagement and socio-economic impacts, as well as environmental and traffic impacts. These studies were used as background information to inform the development of options. The options were then analysed in 2018 as part of a value management study. The following factors were considered:

- Functionality
- Social and economic
- Natural and cultural environment
- Delivery assurance
- Opportunities for improvement.

A desktop preliminary environmental investigation was also completed at the same time and included heritage constraints mapping.

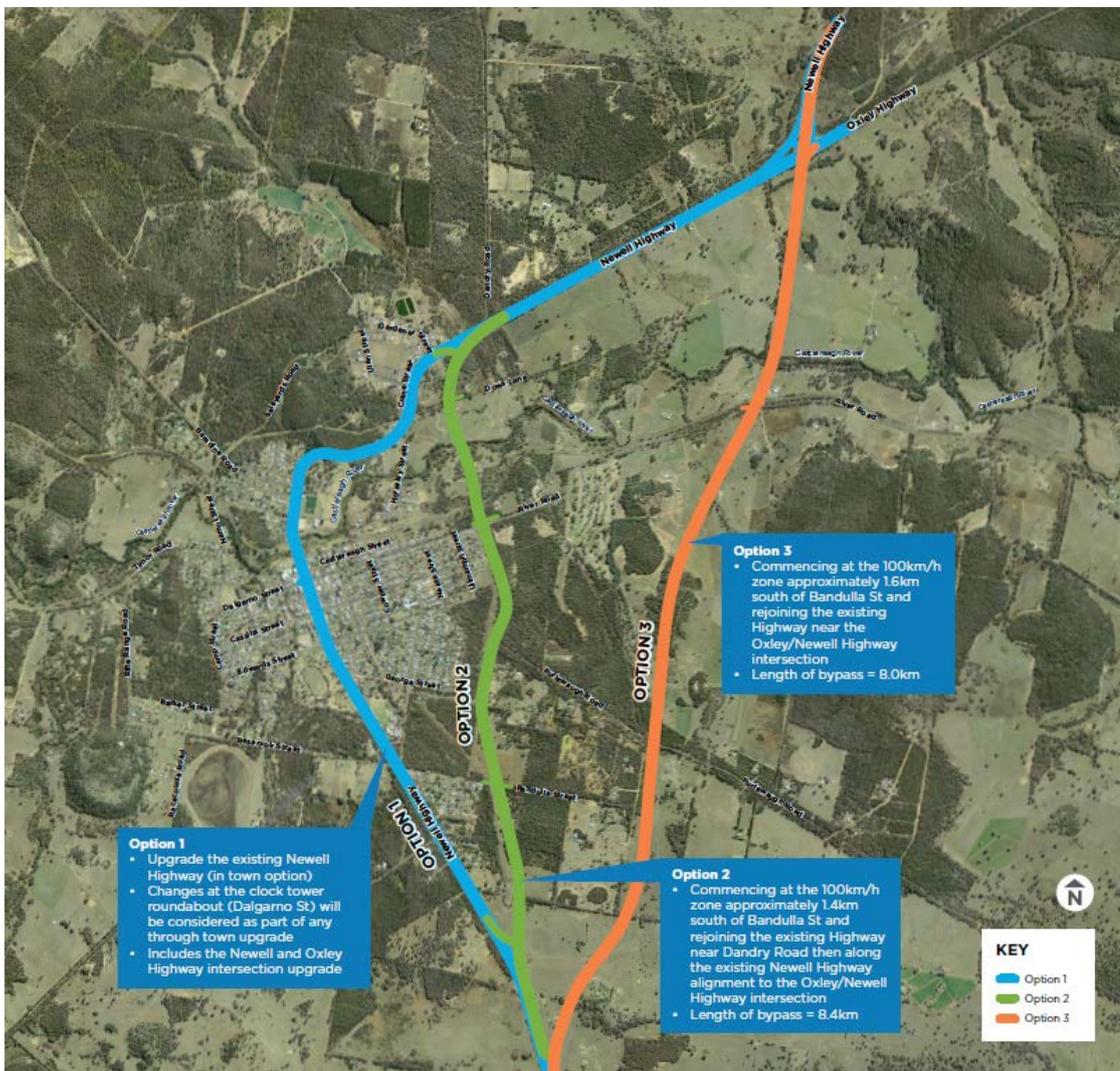
From the 2018 value management study, it was determined that one through town option, one inner bypass option and one outer bypass option be progressed for further consideration.

1. Preliminary investigations – 1998/1999
2. Development, analysis and refinement of potential route options – 2018/2019
3. Invite community comments on potential route options – May and June 2019

1.2 The proposal

Roads and Maritime has developed three strategic corridor options - one in town (existing Newell Highway) and two out of town options to the east of Coonabarabran.

All three route options are shown on the map below.



Map 1: Newell Highway upgrade route options

Key features:

The key features of each option being considered are outlined in the map above. All options would include:

- Widening the highway
- Upgrading the road.

Project benefits

The project, as outlined in the executive summary, would benefit customers, community and other stakeholders by:

- Reducing travel time
- Improving freight productivity
- Lowering costs for vehicle operators
- Lessening traffic congestion
- Reducing conflict between local traffic and heavy vehicles
- Connecting rural communities to major regional facilities
- Improving motorist and pedestrian safety.

Specific to bypass option:

- Reduce noise and air pollution in town
- Reduce trucks on local streets.

2. Consultation approach

2.1 Values

Roads and Maritime's values underpin our decisions and behaviours when working with customers, colleagues, stakeholders and partners.

- Customer focus - We place the customer at the centre of everything we do
- Collaboration - We value each other and create better outcomes by working together
- Solutions - We deliver sustainable and innovative solutions to NSW's transport needs
- Integrity - We take responsibility and communicate openly
- Safety - We prioritise safety for our people and our customers.

2.2 Consultation objectives

Roads and Maritime consulted with the community between 13 May and 13 June 2019 on potential options for the Newell Highway upgrade at Coonabarabran to:

- Seek comments, feedback, ideas and suggestions to consider when preparing the proposal
- Consider community and stakeholder views
- Build relationships and a database of interested and concerned community members with whom we can continue to engage during the proposal's development.

2.3 How consultation took place

Community members were encouraged to provide their feedback, leave comments and make submissions through a range of communication channels including information sessions, an online survey, mail, email, Warrumbungle Shire Council office or calling the project team.

Contact details for the project are:

Phone: 1800 741 636

Email: newell.upgrade@rms.nsw.gov.au

Mail: Roads and Maritime Services PO Box 36 Dubbo NSW 2830

Website: <https://www.rms.nsw.gov.au/projects/western-nsw/newell-highway/coonabarabran.html>
rms.work/coonabarabran

The key consultation tools used were:

- Community update
- Community information sessions
- Emails, phone calls and door knocking to key stakeholders
- Print, broadcast and social media advertisements
- Frequently Asked Questions document
- A5 postcards.

3. Consultation summary

3.1 Overview

Three strategic route options were displayed for public viewing in May and June 2019, and the community was invited to view these plans and provide feedback.

Roads and Maritime distributed 1600 post cards to the local community on 13 May, inviting feedback until 13 June 2019. During this period there were 302 submissions received including:

- 282 online submissions
- 18 email and post submissions
- A submission from a Member of Parliament
- A submission from Warrumbungle Shire Council.

The suggestions, issues and concerns raised in each submission have been summarised and answered by Roads and Maritime in this report.

After considering all responses, Roads and Maritime will use the feedback, along with the results from a range of studies, to select a preferred route option. Opportunities for further community feedback will be provided as Roads and Maritime determines the preferred option, during concept design and environmental assessment stages.

3.2 Government agency and stakeholder involvement

The submissions received from Warrumbungle Shire Council and the NSW Member of Parliament for Barwon, Roy Butler, are summarised below. Roads and Maritime’s response to these submissions is also summarised below.

Stakeholder	Matters raised	Roads and Maritime response
Warrumbungle Shire Council	<p>At this point Council advised that it is not advocating for any of the options but wishes to raise several points for consideration in relation to the proposed upgrade.</p> <p>Option 1 upgrade existing route:</p> <ul style="list-style-type: none"> ■ Uncertainty about wide loads manoeuvring around Clock Tower. It is not clear if wide loads will still need to travel on the over dimension route. This route may also require upgrading ■ Concerns about impacts to trees on John Street ■ Parking impacts on John Street and provisions for alternate parking ■ Impacts to the footpath ■ Questions about the need for pedestrian crossings or lights near the Clock Tower ■ Impacts of vehicles turning into White Street/Baradine Road. 	<p>Option 1- upgrade existing route</p> <ul style="list-style-type: none"> ■ Traffic signals are not proposed to be installed as part of this option ■ Further studies need to be completed for over dimension vehicle access ■ There would be impact to trees and planting as part of any redesign of the existing Newell Highway route to cater for traffic movements and intersections ■ Any new landscaping features would be designed in consultation with Council and the community ■ It is expected that some parking would be affected and other options would be considered to minimise

Option 2 inner bypass:

- Council inherits 6km of road pavement, a roundabout, the Mary Jane Cain Bridge and culvert structures, which means additional maintenance for Council and provision will need to be made for the replacement of this infrastructure
- Impacts on drainage, particularly around East Creek and School Creek
- Impacts on the intersections at Bandulla Street, Purlewaugh Road, River Road, Dows Lane.

Option 3 - outer bypass:

- Council inherits 6km of road pavement, a roundabout, the Mary Jane Cain Bridge and culvert structures, which means additional maintenance for Council and provision will need to be made for the replacement of this infrastructure
- What are the impacts on the intersections at Purlewaugh Road and River Road?

General

- More major centres, such as Dubbo, should be bypassed before Coonabarabran. Such bypasses will have a much greater impact on traffic improvement than the one through Coonabarabran
- General concerns about impacts of all options on Coonabarabran community including socio-economic, traffic and parking. Recommend an assessment of the impact should be carried out along with a study to devise ways to reinvigorate the town. Funding needs to be provided to assist the town and businesses to become bypass ready
- Consideration should be given to the access and egress to and from the Newell Highway, so it is a conscious decision for traffic to take the alternative route past the town
- If option 2 or 3 are selected and the main street diverts to Council ownership and responsibility, what assistance with funding is available for the upkeep and maintenance required for the Mary Jane Cain Bridge across

parking impacts

- Pedestrian movements and safety would be assessed as part of the design and planning process
- Any intersection treatment at White Street (Baradine Road) will be designed in line with Austroads to cater for traffic volumes and heavy vehicles.

Option 2 – inner bypass

- If either bypass option is selected as the preferred option, the Mary Jane Cain Bridge would be handed over to Council along with the remainder of the existing Newell Highway road and corridor assets and Roads and Maritime would work with Council to ensure it is handed over in a fair and reasonable condition
- Roads and Maritime does not provide funding for ongoing maintenance or future replacement of these assets
- A full hydraulic flood study would be completed to inform the size and design of drainage structures to cater for expected flows into East Creek and School Creek
- The intersection treatments for the outer bypass options at Bandulla Street, Purlewaugh Road, River Roads and Dows Lane will be designed to comply with Roads and Maritime and Austroads standards on the Newell Highway.

	<p>the Castlereagh River along with other infrastructure?</p> <ul style="list-style-type: none"> Recommend further consultation and greater detail needs to occur with the Coonabarabran community. 	
<p>Roy Butler Member of Parliament for Barwon</p>	<p>The Member for Barwon advised that he spoke with many people in Coonabarabran about their concerns over the proposed bypass and discussed the options with the Warrumbungle Council and raised the following issues:</p> <ul style="list-style-type: none"> The absence of an economic impact study and impact assessment for this upgrade The means of mitigating impacts may include other alternatives to the three route options proposed A proper impact study should include information about how options will mitigate the economic impacts on Coonabarabran While the main focus is engineering, the solutions shouldn't be simply contained in engineering disciplinesRequest to extend the consultation process indefinitely pending a proper study of economic impacts and proposals for mitigating these impacts. 	<ul style="list-style-type: none"> A number of detailed investigations, including economic assessments and others, will form part of the preferred option selection process Proposed mitigation measures will be outlined in the Review of Environmental Factors and concept design for which Roads and Maritime will seek community feedback during the future public display stage of the project The key objectives and benefits of the project are improved heavy vehicle access for High Productivity Vehicles (HPV) and safety improvements for motorists and pedestrians on the Newell Highway Roads and Maritime is committed to ongoing consultation with the community and other stakeholders throughout the process.

3.3 Summary of community feedback received

Community members and stakeholders were asked:

- To rate the appeal of each route option on a scale of one to five and provide comments to support their rating.
- A series of questions about the importance of various issues.
- To provide general feedback on the project.

A summary of the feedback received from the respondents is provided in this report. The results of the survey largely reflect the views of the local community. The survey response rate for broader stakeholders outside of Coonabarabran was limited.

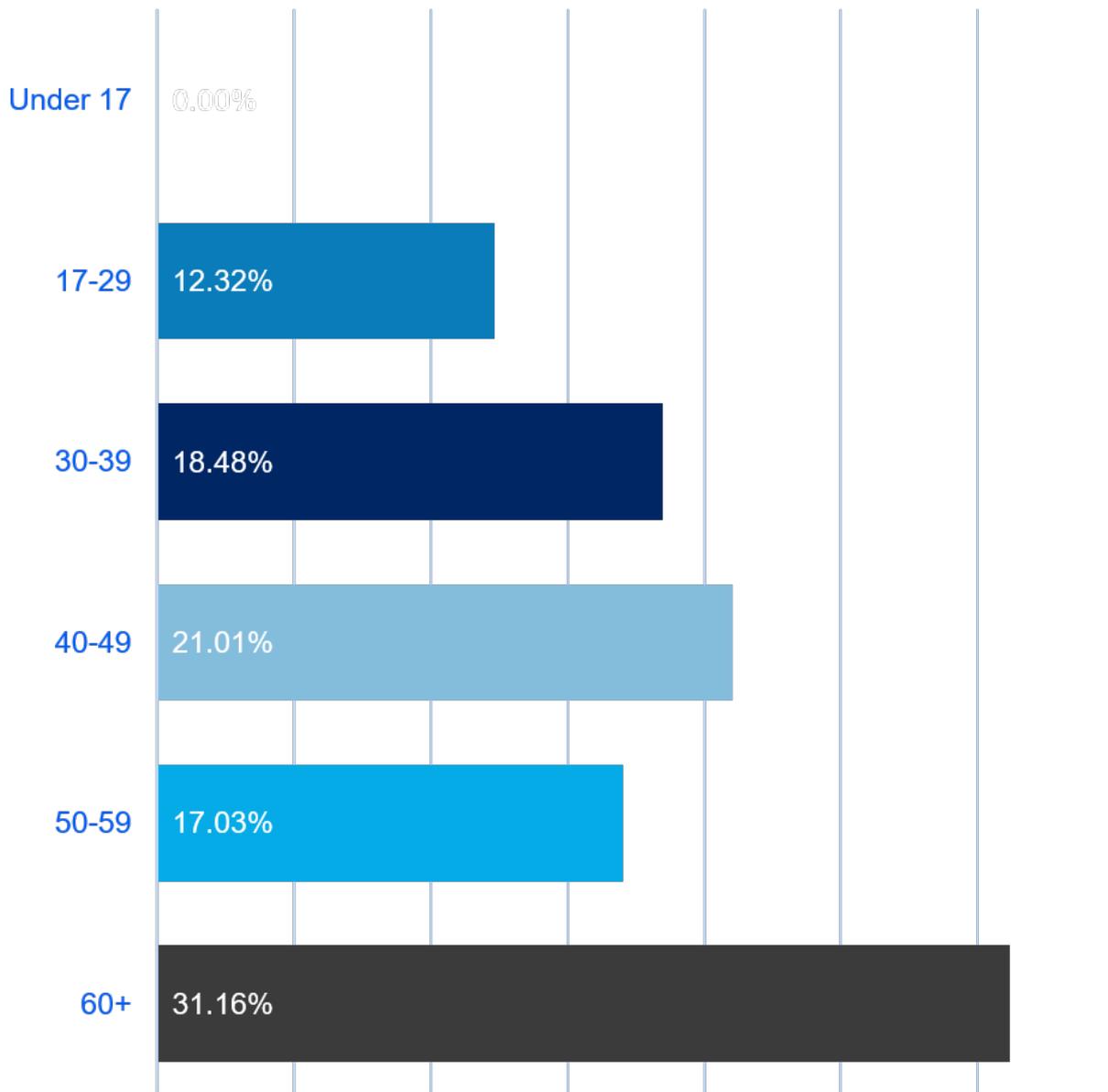
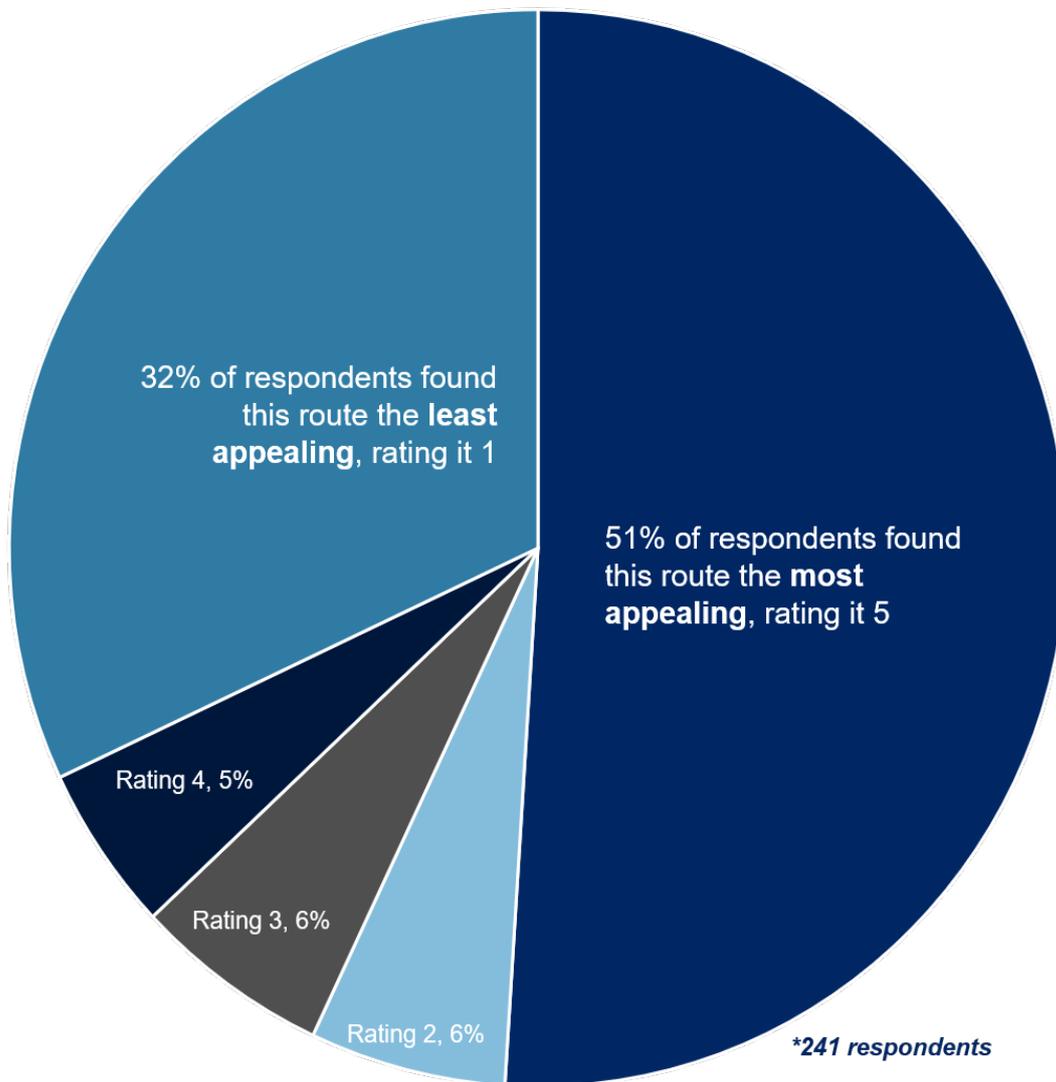


Diagram 1: Age of respondents

Option 1 - 'In town' route – upgrades to the existing Newell Highway

This option proposes an 'in town' route which would involve upgrading the existing Newell Highway, making changes to the 'clock tower roundabout' at Dalgarno Street and an upgrade of the Newell Highway and Oxley Highway intersection.



This table provides a summary of matters raised in response to this option. The community and stakeholders made 198 comments in this section of the survey. Roads and Maritime has responded to all the matters raised in the 'general feedback' section on page 31 of this report.

Issue category	Sub issue category	Number of submissions raised this issue	Summary of community comments on issue
Socio-economic	Business and community impact	76	<ul style="list-style-type: none"> ■ Option continues the economic benefit of travellers stopping. ■ Concerns about a bypass include: <ul style="list-style-type: none"> – It will kill the town and mean more local businesses dying – As a small community, it is highly dependent on the ongoing traffic through the town – Business owners concerned about loss of business as they require passing trade – Loss of main street appeal and ongoing improvements with this option – Community events, including Anzac Day Parade, Pony Club Parade and Buzzy Bazaar, on the main street won't proceed – Coonabarabran needs traffic, so should be left the way it is – The small town will lose its busy main street.
	Investment in town, tourism, signage, attracting vehicle traffic	4	<ul style="list-style-type: none"> ■ Comments to attract investment to the town include: <ul style="list-style-type: none"> – Existing route needs an upgrade, but it should enhance the local area to bring new business into town – Add signage to bring people into town – Consider how to get visitors into the town and the tourist attractions in the area.
Safety	Traffic and transport	26	<ul style="list-style-type: none"> ■ Comments on traffic and transport include: <ul style="list-style-type: none"> – Need to enforce speed limits to improve safety around schools – There will still be safety issues for pedestrians trying to cross the street – A highway past two schools is unsafe for the school community as trucks seldom adhere to speed limits outside of school hours – Trucks should be removed from the main street, most importantly for

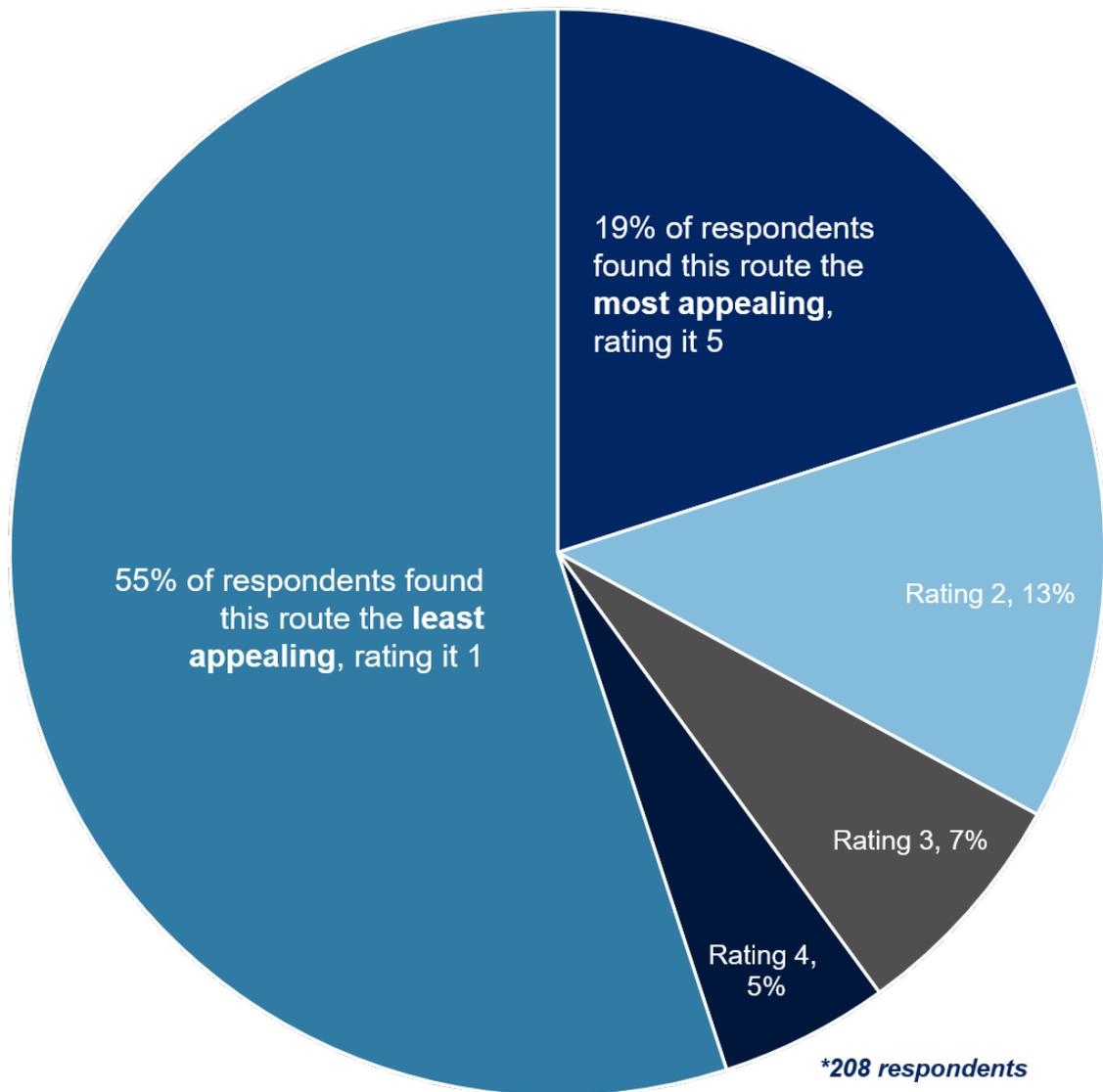
		<p>safety reasons</p> <ul style="list-style-type: none"> – This option will impact two schools and one pre-school – Heavy traffic through the town is a safety risk – There has never been a serious truck accident – It is important for older people to be able to walk safely in the town area for them to remain mobile – Most accidents do not happen in town but further out – Preference to the bypass option as it will enhance amenity and safety in town – Concern over the road condition for this proposed route.
Heavy vehicles in town centre	24	<ul style="list-style-type: none"> ■ Comments on heavy vehicles in the town centre include: <ul style="list-style-type: none"> – Need to get heavy vehicles out of the main street – Current heavy vehicle traffic is not an issue – This keeps traffic coming into Coonabarabran but does not address the severe impact that heavy vehicles have on the town – This would keep the tourists in town but also the heavy vehicles – Preference to not have trucks in the main street and for work to be done on improving the appeal and character of our town – Streets are not wide enough for wide loads travelling through town – This option impedes the town's growth with trucks still going through the shopping centre.
Parking	9	<ul style="list-style-type: none"> ■ Comments on parking include: <ul style="list-style-type: none"> – This option is preferred if it is implemented in conjunction with the purchase of unused property to improve off street parking – This route will impact on parking and traffic congestion along the main street
Traffic flow	3	<ul style="list-style-type: none"> ■ Comments on traffic flow include: <ul style="list-style-type: none"> – This option will not improve traffic – Would like less traffic in the town

Environment			<p>centre</p> <ul style="list-style-type: none"> – High congestion currently in town.
	Truck facilities	1	<ul style="list-style-type: none"> ▪ Suggestion to add a truck stop.
	Air quality, noise and vibration	18	<ul style="list-style-type: none"> ▪ Comments on air quality/noise and vibration include: <ul style="list-style-type: none"> – Option 1 doesn't reduce noise and air pollution from passing heavy vehicles – Concerns about noise, fumes, debris and emissions from trucks travelling through town – Concerned about noise and air pollution in town – Noise is a big impediment for people using the main street.
	General environment	4	<ul style="list-style-type: none"> ▪ Comments include: <ul style="list-style-type: none"> – Impact a new bypass will have on the environment – Removal of trees and garden beds along the main street.
Route options	Preference for route option 1	14	<ul style="list-style-type: none"> ▪ Comments include: <ul style="list-style-type: none"> – This option will keep the town alive with passing traffic and attract tourism – Preference for this route option; why fix something that isn't broken – This is the better option – This route avoids the impact of building a new bypass and disturbing everyone – Preference for this option to enable ease of travel through and around town.
	Preference against route option 1	6	<ul style="list-style-type: none"> ▪ Comments include: <ul style="list-style-type: none"> – Least favourable option – The option will not solve problems and heavy vehicle traffic will still go through town.
	Option for heavy vehicles	3	<ul style="list-style-type: none"> ▪ Comments on air quality/noise and vibration include: <ul style="list-style-type: none"> – Market the existing B-Double bypass (that intersects Baradine Road) to heavy vehicles – Keep the general traffic and passing tourists but remove the trucks.
	Alternative proposal /suggestion	3	<ul style="list-style-type: none"> ▪ Comments on air quality/noise and vibration include: <ul style="list-style-type: none"> – Reconsider option 4, west side for

Other			<p>future growth and future generations</p> <ul style="list-style-type: none"> – Preference for a different, sensible option for heavy vehicle management through town – Suggestion to resize the landscaping through the main street to open up access.
	Project need	4	<ul style="list-style-type: none"> ■ Comments on air quality/noise and vibration include: <ul style="list-style-type: none"> – Only a minor upgrade is required – The route/road should stay as it is, there are no problems.
	Funding	1	<ul style="list-style-type: none"> ■ Comments on air quality/noise and vibration include: <ul style="list-style-type: none"> – Cannot justify the benefit or expense of a bypass.
Property and land use	Impact on property value	1	<ul style="list-style-type: none"> ■ Comments on air quality/noise and vibration include: <ul style="list-style-type: none"> – Concerned with the impact on property prices.
Community consultation	Process	1	<ul style="list-style-type: none"> ■ Comments on air quality/noise and vibration include: <ul style="list-style-type: none"> – Feel that this is not a real option, but a pretence put forward by Roads and Maritime Services.

Option 2 - Starting at the 100 km/h zone south of Bandulla Street and rejoining near Dandry Road

This is the first bypass option which would involve the bypass starting at the 100 km/h zone south of Bandulla Street and rejoining the existing Highway near Dandry Road then along the existing Newell Highway alignment to the Newell and Oxley Highway intersection. This bypass option would be 8.4 kilometres long.



This table provides a summary of matters raised in response to this option. The community and stakeholders made 164 comments in this section of the survey. Roads and Maritime has responded to all the matters raised in the 'general feedback' section on page 31 of this report.

Issue category	Sub issue category	Number of submissions raised this issue	Summary of community comments on issue
Socio-economic	Business and community impact	32	<ul style="list-style-type: none"> ■ Comments include: <ul style="list-style-type: none"> – A bypass will negatively impact local businesses and the community – A bypass will kill the town – A bypass will remove traffic and people will no longer stop in town – Concerns the bypass will divide the town by separating those living on the northern side of town and making it difficult for them to access the town – This will affect people currently living in the area and force them to relocate or move away.
	Access to the town	9	<ul style="list-style-type: none"> ■ Comments include: <ul style="list-style-type: none"> – This option will allow the town to still be visible and accessible – This option will divert trucks out of the town centre while allowing access to town for passing travellers.
	Investment in town, tourism, signage, attracting vehicle traffic	6	<ul style="list-style-type: none"> ■ Comments include: <ul style="list-style-type: none"> – This option will divert heavy vehicles from the town centre while maintaining access for other vehicles. Appropriate and clear signage should be used to direct people to Coonabarabran – There is a need for town promotion to enable people to still stop in the town to take breaks – Does not want to see a service centre open on the route and would like investment in tourism for the town – This option will divert heavy vehicles from the town centre while still maintain access for travellers to ensure the town attracts business and tourism.
	New opportunities	2	<ul style="list-style-type: none"> ■ Comments include: <ul style="list-style-type: none"> – If it is chosen there are opportunities to explore, such as solar farming

Property and land use			<ul style="list-style-type: none"> – Easy access from highway into town and options for businesses to establish along highway.
	Impact on property	23	<ul style="list-style-type: none"> ■ Comments include: <ul style="list-style-type: none"> – Goes past quiet residential properties – This option will be disruptive to the old aged facility and town cemetery – Affects too many landholders and farming – It will impact small rural blocks – Concerns about effects on residential areas and proposed independent retirement units on Priddis Farm – Concern about impact on residential streets and homes.
	Impact on property value	3	<ul style="list-style-type: none"> ■ Comments include: <ul style="list-style-type: none"> – Concern about house devaluation – Concern about how house prices will be affected during the planning phase of the highway in Coonabarabran.
Environment	Air quality, noise and vibration	20	<ul style="list-style-type: none"> ■ Comments include: <ul style="list-style-type: none"> – This option does not address noise and air pollution – This option would result in greater noise and pollution due to higher speed of vehicles and the close proximity of homes – This option is more favourable than the others but will still have noise and environmental impacts.
	Heritage	2	<ul style="list-style-type: none"> ■ Comments include: <ul style="list-style-type: none"> – In favour of this option, while preserving historical heritage near the route – Concern about Aboriginal heritage.
	General environment	1	<ul style="list-style-type: none"> ■ Comments include: <ul style="list-style-type: none"> – Would travel through a residential and environmentally sensitive area.
Traffic and transport	Safety	18	<ul style="list-style-type: none"> ■ Comments include: <ul style="list-style-type: none"> – Would have traffic travelling at the lower built-up speed limit and would have better vision, lowering the potential for car crashes – Safety concerns including sufficient widening, speed limit, proximity of heavy vehicles to local pedestrians

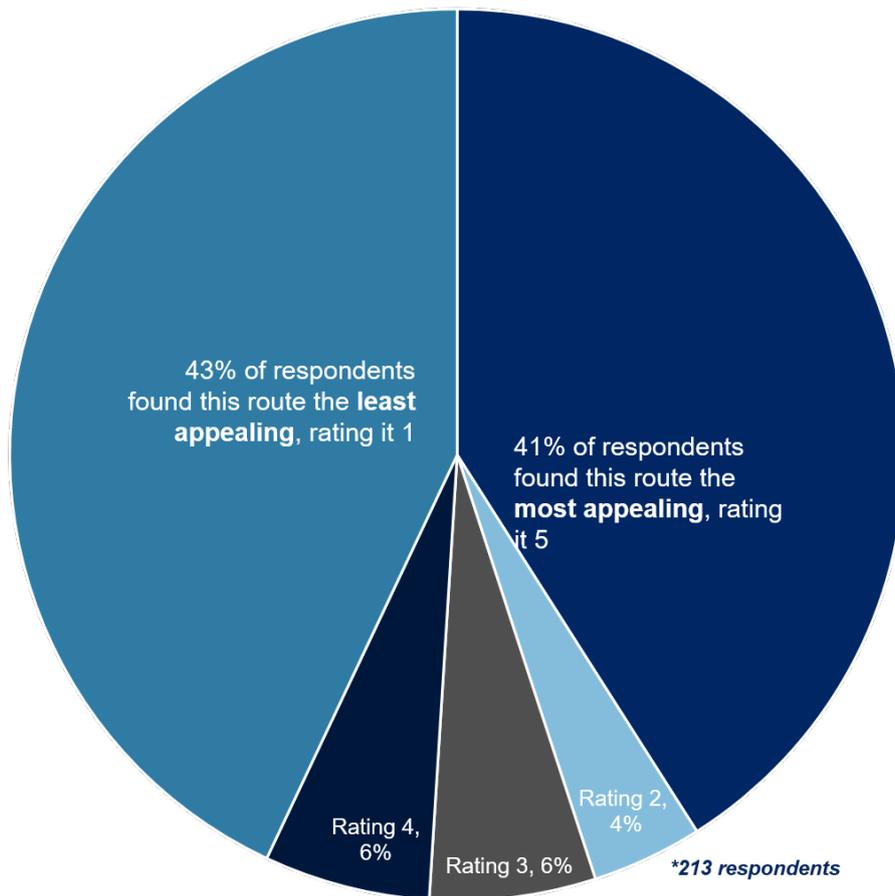
			<ul style="list-style-type: none"> - Would bypass school areas - Would still keep heavy vehicles too close to the town and does not join well near Dandry Road - Would pass through too many residential areas and could be a safety risk to the community especially children - Would create main roads on both sides of the school - Improve safety for pedestrians in John Street - Too close to the town, nursing home, hospital and cemetery, with pedestrians needing to cross the bypass to access these facilities - A bypass that still allows easy entry to and from town is preferable as this would force traffic to slow down and enable safe and easy exit to town - Concern for a traffic safety issue with two major junctions in a short space - Intersections in this option are dangerous - Request safety and traffic is managed well - Option is dangerous for trucks.
	Traffic flow	12	<ul style="list-style-type: none"> ■ Comments include: <ul style="list-style-type: none"> - Issues with heading west to east across town - Addresses the issue of heavy vehicles passing through town but is not necessarily a direct route for traffic - A good balance as it still provides the option for vehicles to pass through the town easily without a major detour - Concerns about the design of the bypass particularly where it stops at Dandry Road as this is still a local traffic area - It would not be efficient, cause noise impacts and problems with local traffic and through vehicles - Close enough to the town to allow passing traffic to stop - Reduce the travel distance for those passing through which would encourage them to visit the town.

Route options	Heavy vehicles in town centre	9	<ul style="list-style-type: none"> ■ Comments include: <ul style="list-style-type: none"> – Keeps the heavy vehicles in the town which would have noise impacts – Keeps the heavy vehicles out of the town centre – Concerns it does not resolve the issue of heavy vehicles being too close to the town as the bypass is still in close proximity – There is no real issue with trucks in town – Remove heavy vehicles from town centre.
	Parking	1	<ul style="list-style-type: none"> ■ Remove heavy vehicles from town centre and free up parking.
	Truck facilities	1	<ul style="list-style-type: none"> ■ Dandry Road provides a good opportunity for a rest stop and new service facilities.
	Preference for route option 2	7	<ul style="list-style-type: none"> ■ Comments include: <ul style="list-style-type: none"> – In favour of this option – Is favourable and meets the objectives of the proposal – A possible compromise.
	Preference against route option 2	6	<ul style="list-style-type: none"> ■ Not in favour of this route option.
	Option for heavy vehicles	7	<ul style="list-style-type: none"> ■ Comments include: <ul style="list-style-type: none"> – Heavy vehicles should not be travelling through the town. A heavy vehicle bypass would be ideal, however if not possible this option would be the best solution – Favourable as it removes heavy vehicles from town while still allowing other vehicles to pass through town – Preference for this option if it was only used by heavy vehicles.
	Alternative proposals and suggestions	4	<ul style="list-style-type: none"> ■ Comments include: <ul style="list-style-type: none"> – Consider option 4 for the future development of industry – Concern that this proposal does not address the issue effectively as it only moves to the middle of the town - suggest an alternate option to create a bypass between options 2 and 3, just out of town – Include roundabouts or junctions at

Other			either end to slow down traffic and encourage traffic to stop in Coonabarabran.
	Funding	1	<ul style="list-style-type: none"> ■ Concerns about the cost of this option.

Option 3 - Starting at the 100 km/h zone south of Bandulla Street and rejoining the existing Highway near the Oxley Highway and Newell Highway intersection

This option is the second bypass option which would involve the bypass starting at the 100 km/h zone about 1.6 kilometres south of Bandulla Street and re-joining the existing highway near the Oxley and Newell Highway intersection.



This table provides a summary of matters raised in response to this option. The community and stakeholders made 136 comments in this section of the survey. Roads and Maritime has responded to all the issues raised in the 'general feedback' section on page 31 of this report.

Issue category	Sub issue category	Number of submissions raised this issue	Summary of community comments on issue
Socio-economic	Business and community impact	48	<ul style="list-style-type: none"> ■ Comments include: <ul style="list-style-type: none"> – While the proposal to move trucks away from the town is a good one, this would have a negative impact on local businesses who rely on travellers – This totally isolates Coonabarabran and would damage businesses – Making it easier and more comfortable to access the town – would expect to increase business to the town, not decrease – Would have significant detrimental effects on the whole community of Coonabarabran, the town is not visible from the bypass and it would damage businesses – It would take all the traffic out of the town which has a very strong tourist trade, and this would take too many people away – The least disruptive to Coonabarabran residents – Would divert all traffic away from the town having a highly negative effect on the community – Preference for this option with an access road to town for businesses – Bypass will damage the town – Upgrade existing highway would save the town – Impact on businesses - only businesses on the bypass would do well – Less impact to the township – Loss of jobs – Safety and quality of living and shopping in Coonabarabran would improve – Don't believe the bypass will cause a town to die – This will result in a ghost town and a failing economy in all aspects

Property and land use			<ul style="list-style-type: none"> – This is the better of the bypass options as it won't cut the town in half – This is the obvious choice for less impact on businesses.
	Investment in town, tourism, signage, attracting vehicle traffic	5	<ul style="list-style-type: none"> ■ It is too far from town, would need good attractions to make people want to come in ■ Concern for business impacts in town and suggest appropriate signage ■ Preference for this option to allow for town expansion ■ Option needs good signage to bring people into the town ■ Makes Coonabarabran more liveable and allows for development of the town centre.
	Access to the town	2	<ul style="list-style-type: none"> ■ Comments include: <ul style="list-style-type: none"> – Easy access to town for those planning to stop – Preference for this option to ease town access and traffic.
	New opportunities	1	<ul style="list-style-type: none"> ■ Potential for new business development especially in transport/logistics.
	Impact on property	26	<ul style="list-style-type: none"> ■ Comments include: <ul style="list-style-type: none"> – Concern for the two houses which would be affected – Preference for this option as it has the least property impact – Impacts prime agricultural land – Option crosses through scrub and pastoral land – Cutting through too many people's properties – Individual and family own property on this road, concerns for their safety – Preferred option but will severely impact our property – Disturbs and unsettles domestic animals, native animals and livestock belonging to residents on the edge of the road – it devalues the properties it goes through and the Harveys Lane properties.
Route options			<ul style="list-style-type: none"> ■ Comments include: <ul style="list-style-type: none"> – Achieves the project objectives – The path of least impact – The best option

Environment			<ul style="list-style-type: none"> – The logical choice.
	Preference against route option 3	8	<ul style="list-style-type: none"> ■ Comments include: <ul style="list-style-type: none"> – Not preferred – Would prefer no bypass.
	Option for heavy vehicles	3	<ul style="list-style-type: none"> ■ This option should be for trucks only.
	Alternative proposals and suggestions	3	<ul style="list-style-type: none"> ■ Comments include: <ul style="list-style-type: none"> – Would prefer this option to integrate the current intersection between Oxley and Newell Highways than re-joining near Dandry Road – Preference for option and would like to see roundabout at each end so traffic has the option to turn into town – Preference for option however would like to see the southern entry point closer to Coonabarabran.
	Other bypasses	1	<ul style="list-style-type: none"> ■ Preference for bypass, look at Brunswick Heads, it is booming.
	Air quality, noise and vibration	10	<ul style="list-style-type: none"> ■ Comments include: <ul style="list-style-type: none"> – Older residents in Harveys Lane will not cope well with noise and air pollution – Preference for this option to relieve town of noise and air pollution – Better for houses on the edge of town with less noise and air pollution.
	General environment	5	<ul style="list-style-type: none"> ■ Comments include: <ul style="list-style-type: none"> – Concern about the environmental impact to native plants, wildlife and scenery – Damage to the environment, impacting local wild life and fauna – Concerns for wildlife and rural land.
	Flooding and hydrology	1	<ul style="list-style-type: none"> ■ The ground is exceedingly soggy when wet and the gully is a natural water course.
Other	Project need	2	<ul style="list-style-type: none"> ■ Comments include: <ul style="list-style-type: none"> – Does not see the need for this option as traffic is currently not heavy enough in town – More consideration into planning of where a bypass might go, or if it is even needed.
	Funding	2	<ul style="list-style-type: none"> ■ Comments include:

- This looks like a very expensive option as it would only improve driving time by less than 10 minutes so why spend money unnecessarily
- This will be very costly.

Issues of importance to the community

This section of the survey asked the community to rate the importance of a range of issues, using a choice of:

- Not important
- Important
- Very important



91% agree that it is important or very important to **improve motorist and pedestrian safety**



70% agree that it is important or very important to **reduce noise and air pollution in town**



77% agree that **environmental impacts** are important or very important



69% agree that it is important or very important to **reduce conflict between local traffic and heavy vehicles**



60% agree that the **project cost** is important or very important



83% agree that it is important or very important to **provide for heavy vehicles and freight traffic**



78% agree that it is important or very important to **connect rural communities to major facilities**



67% agree that it is important or very important to **have less trucks on local streets**

4. General feedback

This question invited respondents to provide general feedback on the project.

This table provides a summary of matters raised as general feedback and Roads and Maritime's response to these comments. This table also includes comments made in submissions by email and post. The community and stakeholders made 238 comments.

Roads and Maritime will continue to consult on all issues raised by the community, stakeholders and the freight and logistics industry as a preferred route is progressed. Specific responses are outlined below.

Issue category	Sub issue category	Number of submissions raised this issue	Summary of community comments on issue	Roads and Maritime response
Socio-economic	Business and community impact	52	<ul style="list-style-type: none"> ■ The local town will suffer as a result of this proposal unless other options are considered to attract tourism and business - such as tolls ■ Another option between the location of option 2 and 3 should be considered to ensure local businesses are not negatively impacted ■ Coonabarabran relies on drive-through traffic ■ What detrimental effect is envisaged for Coonabarabran ■ Taking heavy vehicles out of the town is essential for the survival of the community and the liveability and safety of the town ■ Truck drivers keep the town alive economically ■ If people are going to stop here as part of their trip, they still will ■ Keep the tourist traffic coming through town for revenue ■ Do not allow new businesses to open on or near the bypass ■ Consult with tourists and local businesses to make people want to stop ■ The project could damage the town quickly by diverting tourists away ■ The bypass will kill local business who rely on passing trade ■ Shops are closing, and a bypass will kill this town ■ Coonabarabran will be a ghost town if a bypass is built - it needs the 	<ul style="list-style-type: none"> ■ Detailed investigations will be carried out including reviewing economic impacts to Coonabarabran ■ Roads and Maritime will also consult directly with the business community and other key stakeholders to better understand their needs and potential impacts ■ A key challenge in developing this project is balancing the needs of all community members as well as the Newell Highway users.

			<p>economic boost of travellers to stop in town and generate income</p> <ul style="list-style-type: none"> ■ Do not kill the town with a bypass - every other town that is bypassed in Australia loses people and business ■ Support for a bypass to improve the town and encourage visitors ■ If trucks are removed from the main street the town will die ■ The bypass will push people away and be sudden death for businesses, like Ulamambri which was once bustling but is now a ghost village ■ Funds should be made available to Council for a full study into economic impacts ■ Keeping the town affluent is the most important issue ■ Consider the community before considering the bypass ■ The town needs general traffic coming through to survive ■ The peace created by the bypass would make the town more conducive to tourism ■ Businesses will receive a boost during construction and in the long term ■ The town desperately needs a bypass and it will be a boost to businesses. 	
Investment in town, tourism, signage, attracting vehicle traffic	16		<ul style="list-style-type: none"> ■ There are opportunities for tourism and development ■ Advertising and signage to promote the town as a stopping place ■ Access to the town needs to be safe, convenient and attract visitors to the town, with good signage ■ Would like to see investment in marketing for town businesses ■ We must have very inviting welcoming signs at the turn off to the bypass to encourage tourists to enter town ■ We should be looking at ways to help attract families to Coonabarabran ■ This is a chance for Coonabarabran to fully develop as a tourist hub and beautify the townscape - plans 	<ul style="list-style-type: none"> ■ Roads and Maritime will continue to consult with the community, stakeholders and Warrumbungle Shire Council as the project develops, specifically in relation to attracting visitors to the town ■ In February 2019, a roll out of bypassed town signs across NSW was announced. Town signs will form part of NSW wayfinding signage and will be included as part of the directional signage strategy for this project, should a bypass option be

Route options			<p>should include a big fuel and service centre, local employment, a tourist information centre, caravan park and clean showers</p> <ul style="list-style-type: none"> Allow for more facilities in the town to be more inviting to passers-by - add signage and more amenities in town. 	<p>progressed</p> <ul style="list-style-type: none"> For more information about bypass town signage, visit https://www.rms.nsw.gov.au/projects/bypasses/signage-initiative.html
	Option for heavy vehicles	22	<ul style="list-style-type: none"> Consider an option for heavy vehicles while keeping light traffic in the town Market the bypass as a heavy vehicle route so that local traffic will still go through town Upgrade the existing heavy vehicle route There are other options such as diverting trucks around back streets Do not promote the bypass as a bypass of the town, rather minimal signage to a heavy route option, or upgrade the existing heavy vehicle route option Reducing the speed limit within the town to 30 km/h and diverting heavy vehicles using the existing detour would be a more viable, less costly action The next town over (Gunnedah) has successfully done this by creating a turn off for trucks, while general traffic flows into town - this is the only suitable option for Coonabarabran. 	<ul style="list-style-type: none"> Roads and Maritime will continue to consult the community and the freight industry as a preferred route is developed.
	Preference against a bypass	4	<ul style="list-style-type: none"> We need trucks out of town but not a bypass Options 2 & 3 are trying to fix a problem which does not exist here A bypass would kill the town Town will be severely impacted if options 2 or 3 are chosen. 	<ul style="list-style-type: none"> Roads and Maritime acknowledges community concerns for a bypass. All community feedback will be considered in the selection of a preferred route.
	Preference against option 2	1	<ul style="list-style-type: none"> Option 2 does not address community need. 	
Preference against option 1	5	<ul style="list-style-type: none"> Do not upgrade existing highway, it will not be a lasting option into the future. Our town and John Street is too small Option 1 would be hugely detrimental to the town 		

		<ul style="list-style-type: none"> ■ Option 1 is not viable because it continues to send the increasing heavy traffic into town. It is unsafe, dirty and will degrade our quality of life ■ Option 1 does not address the major benefits of the project and does not allow safe pedestrian areas in the town centre, improve travel time and cannot be used easily by heavy vehicles. ■ Option 1 still has a school zone, unacceptable on a major highway. ■ Option 1 is not acceptable as increased heavy vehicle traffic would continue past the Yuluwirri day care centre, Coonabarabran High School and Coonabarabran Primary School. These locations have high volumes of traffic combined with very young to teenage children attending day care and school. 	
Preference against option 3	4	<ul style="list-style-type: none"> ■ We have a lot of issues with option 3 including the dissection of our property, isolation of water supply, stock management, access, outlook, personal disruption ■ Option 3 would leave the town out of sight and out of mind for lighter traffic and affect businesses. 	
Preference for option 1	7	<ul style="list-style-type: none"> ■ Keep proposed upgrade where it is, away from residences ■ Improving the current route would be more beneficial to the environment, road users and locals ■ Option 1 is best because with a population of about 3500, the township is not self-sufficient enough to support its local economy if the passing traffic is cut off and/or disrupted. I cannot see our community creating new industrial estates and businesses along option 2 or 3, like we have seen along the Northern Distributor in Orange. ■ Support for option 1 as it will continue traffic flowing through the town ■ Preference for option 1 for traffic planning, savings and less property acquisition. 	

Preference for option 2	3	<ul style="list-style-type: none"> ■ Option 2 allows travellers to see that Coonabarabran exists. This option will meet the benefits of the project. It also travels through more crown land with less impact on privately owned land ■ Option 2 is the preferred choice to keep vehicles closer to the town ■ Preference for option 2 for a balance between public safety and economic welfare. 	
Preference for option 3	6	<ul style="list-style-type: none"> ■ Preference for option 3 for safety of town ■ Preference for option 3 to attract more visitors to town ■ Option 3 is the best bypass option, combined with a strong tourism plan and a highlighting of the improved quality of life we could have if the heavy vehicle traffic was removed ■ Option 3 is the only one worth considering for safety, noise and air pollution benefits ■ Option 3 makes the most sense for a long-term solution geographically ■ Preference for option 3 as the best option for through traffic, safety and the transport industry ■ I am in favour of a (modified) option 3, provided the Federal and State governments pay for converting John Street into a town square. 	
Alternative proposal/ suggestion	12	<ul style="list-style-type: none"> ■ Remove the trees and plants in the middle of John Street and widen the road slightly. Remove the roundabout at the clock tower, assisting large trucks and high traffic to pass through the town easily ■ If a bypass is built there should be a toll enforced for non-freight users to ensure all traffic continues through our town ■ If there is no bypass, suggest traffic lights to slow the traffic in the main street to ensure the safety of pedestrians and car parking ■ A bypass would allow Coonabarabran to be reinvigorated and remodelled with a town square ■ If a bypass is required, purchase property rather than an easement 	<ul style="list-style-type: none"> ■ Roads and Maritime acknowledges the alternative proposals and suggestions that have been put forward. All community feedback will be considered in the selection of a preferred route.

Traffic and transport			<p>and add value, for example a solar farm for local power supply</p> <ul style="list-style-type: none"> ■ An overpass should be built at the intersection of the Newell Highway and Oxley Highway ■ Suggest the route should run along the new interstate railway line and then straight off into Gilgandra ■ Suggestion to bring back rail ■ Upgrade the existing detour, it will cost far less ■ Look for another route on the western side of Coonabarabran. Give easy entry and exit access to locals who own large haulage trucks ■ Suggestion of a traffic light at Moree. 	
	Other bypasses	5	<ul style="list-style-type: none"> ■ Would like to see case studies of effective bypasses ■ The people who have businesses in the main street who oppose the bypass option 3 should talk to the people of Goulburn who opposed a bypass, but it actually increased business ■ Consider bypassing Dubbo before Coonabarabran to improve traffic flow and safety and improve the viability of towns on either side of Dubbo, like Gilgandra, Coonabarabran and Peak Hill ■ Uralla NSW is an excellent example of how a town can successfully cater for large traffic without a bypass. They have no plants down the middle of the highway, with wide access. 	<ul style="list-style-type: none"> ■ Other bypasses have been mentioned by the community as both positive and negative examples. ■ Should a bypass option be selected, Roads and Maritime would implement strategies to attract vehicle traffic to the town. This would include wayfinding which has been successfully trialed in many bypass towns through the bypassed town signage initiative. ■ For more information about bypass town signage, visit https://www.rms.nsw.gov.au/projects/bypasses/signage-initiative.html
	Safety	17	<ul style="list-style-type: none"> ■ Limit the speed around towns ■ Route three will create a safety hazard turning in and out of property ■ Taking heavy vehicles out of the town is essential for the liveability and safety of the town ■ Safety needs to be addressed with a route that does not go through town ■ Would like to see the reduction in fatigue for heavy vehicle drivers ■ Town is currently unsafe, and I try to 	<ul style="list-style-type: none"> ■ The safety of all road users, pedestrians and the community is a priority for Roads and Maritime in designing the upgrade of the Newell Highway. One of the objectives of this project is to enhance road safety for all road users.

		<p>avoid it, especially with small children</p> <ul style="list-style-type: none"> ■ The bypass options 2 and 3 would improve town amenity and safety significantly ■ A new rail system is being built for freight. If heavy vehicles are a danger to Coonabarabran, then their passage should cease immediately ■ There have been very few accidents between trucks and cars in the main Street ■ We've been fortunate to date that there have been no major accidents with heavy vehicles in our main street however it's only a matter of time before a serious or perhaps catastrophic incident occurs. 	
Heavy vehicles in town centre	13	<ul style="list-style-type: none"> ■ Trucks should be diverted out of the town as soon as possible. I believe the town will be a better place and benefit financially from having trucks removed ■ You can't put heavy vehicles through the roundabouts in town centre. Trucks need a voice in this too ■ Need to get heavy traffic out of main street. ■ Trucks don't use the already existing truck bypass ■ Trucks don't compete with local traffic in Coonabarabran or threaten pedestrians ■ Everyone agrees we want the trucks gone from the main street, but we only want the trucks gone ■ Cars do not stop in Coonabarabran because of the trucks ■ Please advise of the outcome of the trial of B-Triple trucks between Dubbo and Nyngan within the last three years ■ Large trucks should only be used on dual carriage roads. 	<ul style="list-style-type: none"> ■ Managing trucks safely in the centre of Coonabarabran and managing the efficient movement of freight are key design considerations of this project ■ Reducing the number and impact of trucks in Coonabarabran would be a specific benefit of options 2 and 3, which bypass the Coonabarabran town centre ■ Reducing trucks in the town centre would deliver less noise and pollution in town, and greater safety for all road users, pedestrians and the community.
Truck facilities	4	<ul style="list-style-type: none"> ■ We need to provide better facilities for truck drivers to promote safety and good access to services ■ Facilities for trucks need to be improved in Coonabarabran and there should be funding provided for 	<ul style="list-style-type: none"> ■ Roads and Maritime will consult with Warrumbungle Shire Council and the freight industry to address the need for truck facilities

Community consultation			this.	as part of the upgrade of the Newell Highway.
	Traffic flow	3	<ul style="list-style-type: none"> ■ Would like to see implementation soon to ease town traffic and efficient travel times for heavy vehicles ■ Improve the traffic flow in Coonabarabran to make people want to stop ■ Concerns over bypass traffic in a residential area. 	<ul style="list-style-type: none"> ■ Detailed traffic modelling will be carried out by Roads and Maritime as the project progresses to ensure the upgrade meets the needs for expected future traffic demand.
	Parking	2	<ul style="list-style-type: none"> ■ Option 1 will make parking difficult and change the streetscape ■ Additional parking away from John Street would be a great help. 	<ul style="list-style-type: none"> ■ Roads and Maritime will consult with Warrumbungle Shire Council and local businesses to address the need for car parking in the town centre.
Process	15	<ul style="list-style-type: none"> ■ More community consultation is needed ■ Roads and Maritime needs to work with the community ■ The local community needs to be heard ■ Project needs careful planning and community acceptance and promotion ■ It's hard to keep everyone happy ■ Consultation should invite residents to participate in discussion ■ Talk with businesses and locals - help build a community ■ How will you engage us in the decision making when the road is designed and how long will the decision-making process take? ■ We are impacted stakeholders and would appreciate a face-to-face meeting and opportunity for discussion ■ Please consider all options very carefully as well as the thoughts and concerns of the people that are going to be affected by these bypasses. 	<ul style="list-style-type: none"> ■ Roads and Maritime will continue to work with the community and stakeholders during the planning process ■ We are currently in the planning phase of the project and will continue with investigation work on the three route options as well as considering community and stakeholder feedback to further progress the project ■ At this stage, the project does not have confirmed funding for the construction. If this funding is secured, the earliest timeframe in which a bypass could be built is about five years ■ Opportunities to give further feedback will be provided as we determine the preferred route option and during concept design and environmental assessment. 	

Other	Support for project	12	<ul style="list-style-type: none"> ■ This project should be completed as soon as possible ■ The project is necessary ■ Project is long overdue. 	<ul style="list-style-type: none"> ■ Roads and Maritime acknowledges support for the project. All feedback will be considered in the selection of a preferred route.
	Funding	8	<ul style="list-style-type: none"> ■ Many things within the community would benefit from the amount of money being spent on this project. If the money has to be spent on roads it should be allocated to getting to the cities easier. ■ Coonabarabran needs State and Federal funding to develop the town centre ■ The money should be spent on other infrastructure like water ■ Spend the millions of dollars on education and health services ■ Spend the money where accidents happen ■ Is this really necessary? It will cost millions and the money could be better spent on black spots on minor roads where there have been fatalities and serious injuries ■ I believe that that this money could be better spent ■ The project should be totally funded by State/Federal governments not via our local rates. 	<ul style="list-style-type: none"> ■ The NSW Government is providing \$11.5 million in funding for planning of the project. This is to develop the project up to the detailed design stage. There is no funding for construction at this time.
	Previous plans	3	<ul style="list-style-type: none"> ■ I do not understand why option 3 was not built in 2003 ■ This proposal is exactly the same as the one completed previously and didn't get past this stage ■ One of the original proposals should be given consideration. The routes were less disruptive and bring travelling car traffic closer to town, ensuring the potential survival of small businesses. 	<ul style="list-style-type: none"> ■ Previous feasibility studies and route option investigations of a potential bypass of Coonabarabran were completed in 1998-1999. The studies were not taken further due to funding, community response and other priorities at the time ■ These studies were used as background information for the current strategic options, however they had different objectives, a narrower study area. We believe the current options provide better

				<p>value and better outcomes for environmental, safety and property impacts</p> <ul style="list-style-type: none"> ■ Traffic volumes have increased over the past 20 years and a Newell Highway Corridor Strategy was completed in May 2015 which identified medium-term investment priorities to: <ul style="list-style-type: none"> – Reprioritise the Newell Highway at the intersection with the Oxley Highway at Coonabarabran – Provide intersection improvements required for adequate High Productivity Vehicle (HPV) access – Remove heavy vehicle through traffic from the main urban commercial centre at Coonabarabran which may include a bypass.
Project need	3		<ul style="list-style-type: none"> ■ The inland rail line will be completed in the near future and this should take a lot of the existing freight, so it seems unnecessary to alter the Newell Highway through Coonabarabran ■ Why do we need it? 	<ul style="list-style-type: none"> ■ A Newell Highway Corridor Strategy was completed in May 2015 which identified medium term priorities to: <ul style="list-style-type: none"> – Reprioritise the Newell Highway at the intersection with the Oxley Highway at Coonabarabran – Provide intersection improvements required for adequate High Productivity Vehicle (HPV) access – Remove heavy vehicle through traffic from the main urban commercial

Environment				<p>centre at Coonabarabran which may include a bypass.</p> <ul style="list-style-type: none"> In addition, the Warrumbungle Shire Council Community Strategic Plan (2017) identified a long-term outcome for an alternate route to minimise the movement of heavy vehicles through local urban areas.
	Access to facilities	2	<ul style="list-style-type: none"> We are already well connected to major regional facilities. A bypass does not bring a larger regional centre closer to us The project may actually remove us from being connected to major regional facilities. 	<ul style="list-style-type: none"> Access to the town of Coonabarabran will be considered carefully throughout the design of a preferred route option.
	Noise, vibration and air pollution	10	<ul style="list-style-type: none"> Option 3 will create air and noise pollution Cleaner air is required for school children Mines and cubby station cause more pollution and environmental impact than traffic Diverting heavy vehicles would ensure there is no pollution or hazard noise in town Option 1 would mean our main street would continue to be increasingly and adversely affected by constant noise and air pollution Currently, camping in Coonabarabran is very noisy because of the trucks Plant more trees the east side of town to cut down noise/sound in that part of Coonabarabran I live on the southern edge of the town and currently have extremely loud noise pollution due to trucks' compression braking Preference against option 3 due to noise impact to residents in this area. 	<ul style="list-style-type: none"> Roads and Maritime acknowledges community concern around the generation of noise and air quality for all three options If a bypass option is selected, reduced traffic through town could result in improved amenity, including reduced noise levels and vehicle exhaust Construction and operation (road traffic) noise and vibration assessments, as well as studies on air quality impact, will be carried out as part of the Review of Environmental Factors for the project The studies will consider the effect of road noise on surrounding properties and will identify the need for noise mitigation measures. For more information

Property and land use				about noise mitigation measures visit https://www.rms.nsw.gov.au/about/environment/reducing-noise/index.html
	Hydrology and flooding	2	<ul style="list-style-type: none"> ■ Preference against option 3 due to a section being a very wet area (when not in drought) ■ The bridge here has never been affected by flood. 	<ul style="list-style-type: none"> ■ Flood modelling will be completed as part of the Review of Environmental Factors (REF) to determine whether any changes to flood behaviour would result from the project. The REF is expected to be publicly displayed in early 2020.
	Impact on property	3	<ul style="list-style-type: none"> ■ Concern for residents affected if option 2 proceeds ■ Option 3 needs refinement so it doesn't severely impact three properties ■ Do not agree with routes that will cut through smaller blocks and lifestyle blocks close to town which are already in short supply. 	<ul style="list-style-type: none"> ■ Roads and Maritime acknowledges the concerns from property owners about potential impacts to their property and actively seeks to avoid or minimise as much as possible during the design process ■ Roads and Maritime will meet with property owners individually to discuss their specific circumstances. This will continue as the project progresses. When selecting a preferred route, a number of factors will be considered including design requirements, impact on properties, number of properties impacted, environmental constraints and community and stakeholder feedback.
	Impact on property value	2	<ul style="list-style-type: none"> ■ Route three would have a negative impact on the value and saleability of our property ■ Concerns over house and land valuation post-project. 	<ul style="list-style-type: none"> ■ Roads and Maritime acknowledges the concerns from property owners regarding potential impacts to their property value and actively seeks to avoid

			<p>or minimise as much as possible during the design process</p> <ul style="list-style-type: none"> ▪ Roads and Maritime will meet with property owners individually to discuss their specific circumstances. This will continue as the project progresses.
Compensation for property owners	2	<ul style="list-style-type: none"> ▪ There needs to be compensation for people who are affected by any decision to change the highway. 	<ul style="list-style-type: none"> ▪ Roads and Maritime will continue to meet with property owners individually to discuss their specific circumstances. This will continue as the project progresses ▪ The property acquisition process is governed by the Land Acquisition (Just Terms Compensation) Act 1991 (NSW) which provides the basis for assessing compensation. Roads and Maritime would compensate owners of properties directly impacted by the project ▪ More information is available in the Roads and Maritime Services Land Acquisition Information Guide: https://www.rms.nsw.gov.au/documents/projects/factsheet-land-acquisition-information-guide.pdf.

Three issues were raised in the comments on the individual routes, but not in the general comments. Roads and Maritime's response to these issues is listed below:

Issue category	Sub issue category	Roads and Maritime response
Environment	Heritage	A number of heritage sites in the area have been noted by Roads and Maritime during early investigations in the area for the project. More detailed investigations will take place as the design is developed. Aboriginal and Historic (non-Aboriginal) heritage assessment would be carried out as part of the Review of Environmental Factors, which is expected to be publicly displayed in early 2020.

Issue category	Sub issue category	Roads and Maritime response
Environment	General environment	Detailed investigations will take place as the design is developed. Environmental impacts will be assessed in detail in the Review of Environmental Factors (REF) which is expected to be publicly displayed in early 2020. The REF will consider the environmental impacts and mitigation measures for the proposed upgrade in construction and in operation.
Socio-economic	New opportunities	Roads and Maritime acknowledges the suggestions for new opportunities associated with the project. We will continue to consult with the community and stakeholders as the project develops.

5. Recommendations

Key recommendations and actions from the Newell Highway upgrade at Coonabarabran consultation include:

- Continue consulting with community and stakeholders throughout next stages of the Newell Highway upgrade (selection of preferred option, concept design and environmental assessment)
- Further investigate the economic impacts to Coonabarabran and consult directly with the business community to better understand their needs and potential impacts
- Continue consulting with property owners who have direct impacts to their property or access
- Investigate mitigation measures for environmental impacts such as noise, air quality, flora and fauna and heritage
- Continue working closely with Warrumbungle Shire Council, the freight industry, utilities service providers and other NSW and Australian governments' bodies as the Newell Highway upgrade development continues through the planning stages
- Continue to provide more detail about a preferred route, road design, impacted properties, delivery timeframes and consultation as it becomes available.

6. Next steps

Roads and Maritime will consider all submissions as part of the planning process for the Newell Highway upgrade.

We will ensure the issues highlighted by stakeholders and community are appropriately addressed and considered, where reasonable and feasible, throughout the next project phase.

The next project phase will involve the selection of a preferred route, preparation of the road concept design and the Review of Environmental Factors (REF). Once prepared, both the road concept design and REF will be displayed for public comment.

During the concept design phase, Roads and Maritime will actively look at ways to reduce the impact of the upgrade on the community and stakeholders. We will continue to work with the community and stakeholders during the planning process and provide opportunities for further feedback. During the next phases of the project we will provide updates to the local community and other identified and/or interested stakeholders using:

- Project updates via letterbox drops
- Local newspaper notice/advertisements
- Media releases
- Email and/or SMS to established distribution list
- Community information sessions
- Website updates - visit rms.work/coonabarabran
- Facebook updates - visit www.facebook.com/nswroads.

Appendix

Appendix A. Community update newsletter



Newell Highway upgrade at Coonabarabran

Community Update

May 2019



The NSW Government is committed to improving connectivity and safety for all road users including freight vehicles along the Newell Highway.

Roads and Maritime Services is in the planning phase of developing a Newell Highway upgrade at Coonabarabran that will reduce travel time and increase safety of road users and pedestrians. The project will improve freight productivity and provide the community with an efficient connection to major regional facilities.

Project objectives

- Upgrade the Newell Highway to support more efficient and productive movement of freight
- Improve access to and from major regional facilities as well as existing residential and commercial areas

- Improve travel efficiency for local and regional road users by catering for the mix of vehicles travelling the Newell
- Minimise disruption to road users from road closures, recognising particular needs of the community with no alternate access
- Enhance road safety for all users with improved design features.

Preferred route options being considered include one in town option travelling along the current Newell and two bypass options to the East of town.

Features

- Route options for construction of a Bypass East of town
- Route option for upgrading the existing Newell Highway in town
- Widen the highway
- Upgrade the road
- New bridge over the Castlereagh River (for Bypass options)
- Newell Highway and Oxley Highway intersection upgrade.

Involving the community

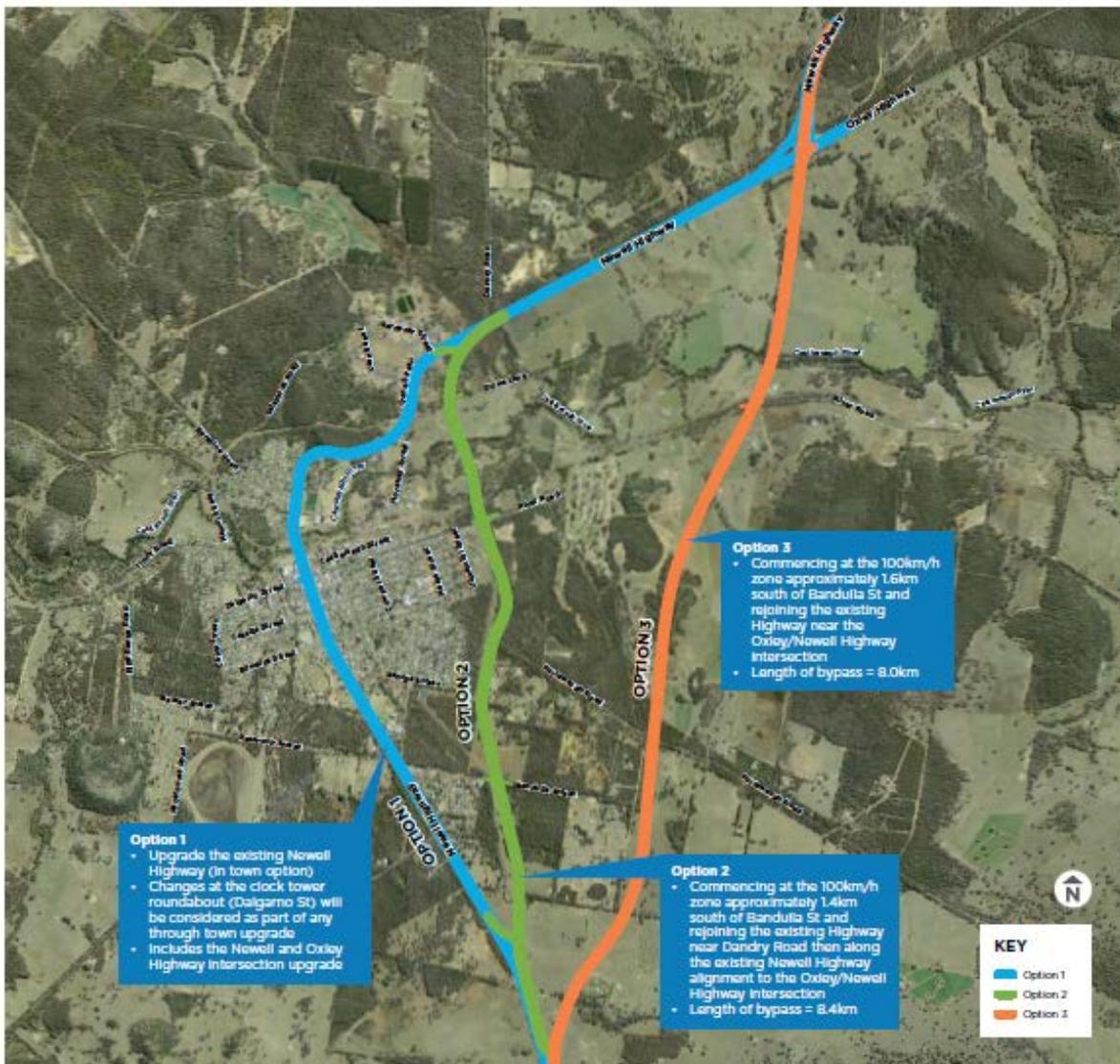
We will continue to work with the community and stakeholders during the planning process. Opportunities to give further feedback will be provided as we determine the preferred option and during concept design and environmental assessment stages.

Project benefits

- Reduce travel time
- Improving freight productivity
- Reduce costs for vehicle operators
- Reduce traffic congestion
- Reduce conflict between local traffic and heavy vehicles
- Connecting rural communities to major regional facilities
- Improve motorist and pedestrian safety.

Specific to Bypass option:

- Reduce noise and air pollution in town for bypass options
- Less trucks on local streets.





Drop In sessions

You may like to view the three options and speak with the project team at the following times:

Volunteer Rescue Association, Castlereagh Street

Thursday 16 May
4pm-6pm

Friday 17 May
11am-2pm

Thursday 23 May
5pm-7pm

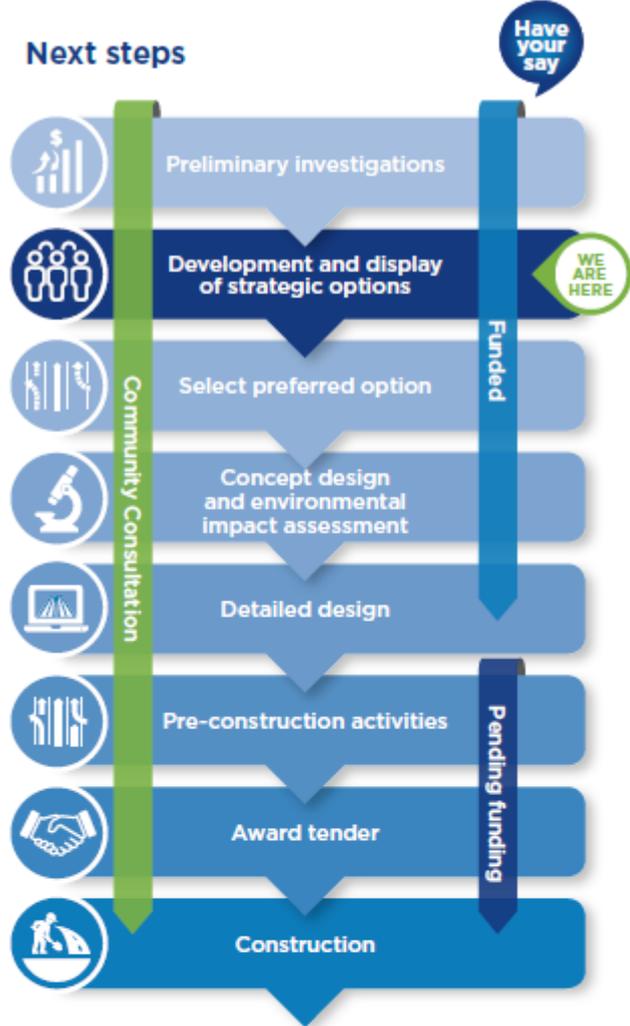
Friday 24 May
11am-2pm

Unstaffed display locations

Warrumbungle Shire Council
14-22 John Street
Coonabarabran NSW 2357

Macquarie Regional Library
John Street
Coonabarabran NSW 2357

Next steps



Improve pedestrian safety

Improving safety

Improving freight productivity

Find out more

1800 741 636

newell.upgrade@rms.nsw.gov.au

rms.work/Coonabarabran

PO Box 36, Dubbo NSW 2830

131 450

If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 741 636.



May 2019
RMS.19.1229

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► Roads and Maritime Services

Options for the Newell Highway Upgrade, Coonabarabran Community drop-in sessions

Roads and Maritime Services is planning for a future upgrade to the Newell Highway at Coonabarabran, to improve connectivity and safety for all road users.

We invite you to attend a community drop-in session about this project where you will be able to view the three options and speak with our project team.

Community drop-in sessions

Where: Volunteer Rescue Association,
Castlereagh Street, Coonabarabran NSW 2357

When: Thursday 16 May 4pm - 6pm
Friday 17 May 11am - 2pm
Thursday 23 May 5pm - 7pm
Friday 24 May 11am - 2pm

There will be no formal presentation, so please feel welcome to visit during the above times. We look forward to seeing you there.

For more information please visit rms.work/Coonabarabran
email newell.upgrade@rms.nsw.gov.au
or contact the project hotline on 1800 741 636.

BL Z165252



Newell Highway upgrade at Coonabarabran

Display of three corridor options

Frequently asked questions – May 2019

About the project

What is happening?

Planning is underway to upgrade the Newell Highway at Coonabarabran. The upgrade will improve the efficiency of freight travelling on the Newell Highway and will improve safety for pedestrians and road users.

Roads and Maritime Services have developed three strategic corridor options, one in town (current Newell Highway) and two out of town options to the East of Coonabarabran. These three options are currently on public display and the community is invited to have their say.

Where are we now and what are the steps in developing the project?

After early investigations, three corridor options have been developed. After the current display period, all feedback will be reviewed and will assist in determining a preferred option. The next steps for the project include determining the preferred option, developing a concept design and investigating the environmental impacts before developing the detail design.

Roads and Maritime will continue to engage with the community and stakeholders throughout the planning of the upgrade of the Newell Highway at Coonabarabran.

Is there funding for the project?

The NSW Government is providing \$11.5 million in funding for planning of the project. This is to develop the project up to the detailed design stage. There is no funding for construction at this time.

What are the key features of the project?

The project will include:

- Route options for construction of a bypass
- Route option for upgrading the existing Newell Highway alignment

- Widen the highway
- Upgrade the road surface
- New bridge over the Castlereagh river (for bypass options)
- Newell Highway and Oxley Highway intersection upgrade

What are the project benefits?

- Reduce travel time
- Reduce vehicle operator costs
- Reduce traffic congestion
- Reduce conflict between local traffic and heavy vehicles
- Connecting rural communities to major regional facilities
- Improve motorist and pedestrian safety

Specific to Bypass options

- Reduce noise and pollution in town
- Less trucks on local streets

Information for the community

How will the community be informed about the development of the project?

Roads and Maritime will work with the community and stakeholders during the planning of Newell Highway upgrade at Coonabarabran to understand issues and minimise potential impacts.

All community and stakeholder feedback on the project is welcome.

We will liaise directly with any potentially affected property owners of the Newell Highway bypass options, as well as engaging with the broader community and other stakeholders.

Community information sessions

Roads and Maritime is seeking community feedback and is holding drop in sessions at the Volunteer Rescue Association, Castlereagh Street, Coonabarabran as follows:

- Thursday 16 May 4pm – 6pm
- Friday 17 May 11am – 2pm
- Thursday 23 May 5pm – 7pm
- Friday 24 May 11am – 2pm.

Staff from the project team will be available to answer your questions about the project.

We are currently seeking your feedback on the three corridor options from **Wednesday 15 May to Wednesday 13 June 2019**.

If you have questions or would like further information about the project, please contact us via the project's free-call number 1800 741 636 or via email newell.upgrade@rms.nsw.gov.au

Design consideration

What are the key design considerations for the project?

The key design outcomes for the project are improved heavy vehicle access for High Productivity Vehicles (HPV) and safety improvements for motorists and pedestrians on the Newell Highway.

A bypass of Coonabarabran was considered some time ago, what is different now?

Previous feasibility studies and route option investigations of a potential bypass were completed in 1998-1999. However the studies were not taken further due to funding and other priorities at the time. The studies have been taken into account during the current planning and project development phases. Traffic volumes have increased over the past 20 years and a Newell Highway Corridor Strategy was completed in May 2015 which identified medium term priorities to:

- Reprioritise the Newell Highway at the intersection with the Oxley Highway at Coonabarabran
- Provide intersection improvements required for adequate HPV access
- Remove heavy vehicle through traffic from the main urban commercial centre at Coonabarabran which may include a bypass.

The Warrumbungle Shire Council Community Strategic Plan (2017) identified a long term outcome for an alternate route to minimise the movement of heavy vehicles through local urban areas.

What would an in town option look like? How would it differ to what is there now?

It will generally follow the existing alignment and include upgrades to the road surface, curves and intersections.

What will happen to the clock tower if the in town option proceeds?

The clock tower will remain at its current site.

Does RMS have a preferred option?

No. Roads and Maritime is seeking feedback from the community, along with continuing to complete further studies on the three proposed options in order to proceed to selecting a preferred option. All feedback will be incorporated into a report and made available for public viewing.

A preferred option is expected to recommend within the next twelve months.

Have you considered the impacts on businesses?

All feedback is considered throughout the project lifecycle and we will consult the community during many stages as the project develops. Detailed investigations will take place and this will include reviewing the economic impacts to Coonabarabran. We will also consult directly with the business community and other key stakeholders to better understand their needs and potential impacts.

A key challenge in developing this project is balancing the needs of all community members as well as the Newell Highway users.

In February 2019, a roll out of Bypassed Town signs across the state was announced. Town signs will form part of the NSW wayfinding signage and would be included as part of the directional signage strategy for future bypass projects, should a bypass option be the preferred.

<https://www.rms.nsw.gov.au/projects/bypasses/signage-initiative.html>

Newell Highway upgrade and other projects in the region

The NSW Government recognises the importance of the Newell Highway as the economic backbone for freight and livestock transporters, tourism operators, caravanners and holiday makers, emergency services, government, media and business owners. The NSW Government has invested \$500 million into upgrading the Newell Highway.

The Newell Highway Corridor Strategy was finalised in 2015, with the aim to provide freight, road users and local communities with a safer, more reliable and accessible road. One of the main objectives is making sure the Newell highway can accommodate the increasing numbers of Higher Productivity Vehicles (HPVs) with access points onto the highway and pavement quality works to ensure we can meet the growing demand.

The strategy also recognises it is important to balance these freight needs against broader community and environmental needs. For example this may mean the construction of bypasses in some areas and we will work to conserve high value vegetation along the corridor.

The Newell Highway Corridor strategy can be viewed at;

<https://www.transport.nsw.gov.au/projects/current-projects/newell-highway-corridor-strategy>

Roads and Maritime will continue to work with the community and stakeholders, including the region's producers and agricultural companies, local business, freight and transport providers, to improve efficiency and safety in the region.

Construction

When would construction of the Newell Highway upgrade at Coonabarabran start?

Roads and Maritime will continue with investigation work on the three corridor options as well as considering community and stakeholder feedback to further progress the design of the project.

We are currently developing the project with no construction funding confirmed.

What happens next?

Once a preferred option is determined, Roads and Maritime will develop a concept design for the project. Further investigation work is scheduled for 2019 which will include environmental assessments, surveying, community and stakeholder engagement and completion of geotechnical studies.

I live near one of the options, how will this affect me?

Roads and Maritime Services have identified properties potentially impacted by each option.

Whilst we will only take one option to the next stage, we often need to carry out field investigations along all options to help determine which one is preferred. Examples include survey, geotechnical work to assess ground conditions and utility location work.

We will consult directly with all potentially impacted owners if we need to enter private properties to carry out field investigations to help gather information needed in the development of road projects.

You will be contacted by Roads and Maritime if access to your property is required. A fact sheet answering some commonly asked questions about property access is available here;

<http://www.rms.nsw.gov.au/documents/projects/factsheet-access-to-private-property.pdf>

Contact us

For more information, please contact the project team on:

Phone: 1800 741 636

Email: newell.upgrade@rms.nsw.gov.au

More information is also available at rms.work/coonabarabran



Newell Highway Upgrade at Coonabarabran

Have your say – three corridor options

The NSW Government is committed to improving connectivity and safety for all road users including freight vehicles along the Newell Highway.

Roads and Maritime Services is planning for a future upgrade of the Newell Highway at Coonabarabran to improve access and traffic flow. The community is invited to provide feedback on the three corridor options to help us better understand the benefits and issues of each potential route.

Upgrading the Newell Highway at Coonabarabran would support freight movement across the State and improve travel safety and efficiency for local and regional road users.

All feedback must be received by **13 June 2019**.

Find out more

☎ 1800 741 636

@ newell.upgrade@rms.nsw.gov.au

🌐 rms.nsw.gov.au/nhucoonabarabran

✉ PO Box 36, Dubbo NSW 2830

Drop in sessions

You may like to view the three options and speak with the project team at the following times:

Volunteer Rescue Association, Castlereagh Street

Thursday 16 May
4pm–6pm

Thursday 23rd May
5pm–7pm

Friday 17 May
11am–2pm

Friday 24th May
11am–2pm

Unstaffed display locations

**Warrumbungle
Shire Council**
14–22 John Street
Coonabarabran
NSW 2357

**Macquarie
Regional Library**
John Street
Coonabarabran
NSW 2357

Appendix E. Online survey

Roads and Maritime Services is planning for a future upgrade of the Newell Highway at Coonabarabran. As part of the planning process we are looking at three potential corridors for the project.

The new upgrade proposes to support more efficient movement of freight by improving access for High Productivity Vehicles with associated benefits of reduced travel time and improved safety of motorists and pedestrians.

We want to know your thoughts on the three proposed corridors.

Have your say by filling out our short survey.

Your contact details. You can choose not to provide this information.

Name	<input type="text"/>
Organisation/business (if applicable)	<input type="text"/>
Address	<input type="text"/>
Email	<input type="text"/>
Contact phone number	<input type="text"/>

Demographic information.

The following questions will help us gain an understanding of how to improve our consultation in the future. You can choose not to answer these questions.

How old are you?

- | | |
|--------------------------------|-----------------------------|
| <input type="radio"/> Under 17 | <input type="radio"/> 40-49 |
| <input type="radio"/> 17-29 | <input type="radio"/> 50-59 |
| <input type="radio"/> 30-39 | <input type="radio"/> 60+ |

How best does each option meet your needs? Can you rate how each option appeals to you with 5 being most appealing and 1 being least appealing?

Option 1: Upgrading the existing Newell Highway

☆ ☆ ☆ ☆ ☆

Why?

Option 2: Commencing at the 100km zone south of Bandulla Street and rejoining near Dandry Road.

☆ ☆ ☆ ☆ ☆

Why?

Option 3: Commencing at the 100km zone south of Bandulla Street and rejoining the existing Highway near the Oxley/ Newell Highway intersection.

☆ ☆ ☆ ☆ ☆

Why?

To help us identify a preferred corridor option, we would like your views on how important the following factors are for the Newell Highway upgrade at Coonabarabran.

Appendix F. Facebook posts

NSW Roads May 15 · 🌐

We're upgrading the Newell Highway at Coonabarabran, and we can't wait to show you what it may look like!

Come and view the three strategic route options and chat to the project team at the Volunteer Rescue Association on Castlereagh Street in Coonabarabran on Thursday 16 May from 4pm-6pm and Friday 17 May from 11am-2pm.



NSW Roads May 22 · 🌐

We're upgrading the Newell Highway at Coonabarabran and we would like to hear your thoughts.

Come and view the three strategic route options and chat to the project team at the Volunteer Rescue Association on Essex Street in Coonabarabran on Thursday 23 May from 5pm - 7pm and Friday 24 May 11am - 2pm.

Can't make it on those days? We encourage you to have your say via our online survey by Thursday 13 June at <http://rms.work/coonabarabran>

