

Key Points: Fixing Country Roads Round Three

ELECTORATE: OXLEY BACKGROUND ONLY: **NOT FOR PUBLICATION**

Project Name: Replacement of Lanes Bridge, Bowraville with a new concrete bridge

Applicant: Nambucca Shire Council

Project Cost: [REDACTED]

Fixing Country Roads funding: [REDACTED]

Key Point:

Replacement of Lanes Bridge was identified by five councils to be the number one priority in the region. This was based on a list of assessment criteria including access, structure, sub-structure, deterioration, traffic volume, emergency services access, bus routes and load limits.

Replacement of the timber bridge with a new concrete bridge ensures heavy vehicle access will be improved, load limitations will not be imposed, and productivity losses will be lessened significantly.

Background:

Lanes Bridge in Bowraville is the main bridge connecting Bowraville to Nambucca Heads, and the rural communities of Missabotti, Tewinga and Newee Creek. Lanes Bridge is a timber bridge that is over 90 years old. The last major repairs took place more than 26 years ago.

Lanes Bridge is closed for approximately 16 days each year due to flooding. These floods often leave the bridge in a bad state of repair, and a limited load limit has to be imposed until emergency repairs are carried out. These closures are detrimental for Bowraville residents, local producers and farmers.

Project work:

The project would involve a complete replacement of the existing timber bridge with a new concrete bridge. The current timber bridge would be replaced with a two lane concrete bridge, estimated operation life of 100 years, of 8.2m wide and a pedestrian path of 1.8m wide, and improved access from both the north and the south.

Project Benefits:

- reduction in travel times and costs for all vehicles as the alternative route involves a 35 kilometre detour.
- limited township isolation due to bridge closures and no resulting loss of income for local businesses and producers.
- no heavy vehicle movement limitations and no disruption to bus timetables, school routes, deliveries, goods and services transportation.
- decrease in Council maintenance costs.
- reduced economic losses for local agricultural businesses with limited closures effecting transport to and from properties.
- increase the year round availability of important medical services, including life-saving emergency services.
- ensure a safe approach to Bowraville and connecting rural roads to farming operations.
- minimal disruption to Busways public transportation services, enabling movement for residents with limited access to transport.

Project Location: Lanes Bridge, Bowraville



NSW Draft Freight and Ports Plan: Q&A

Internal Document **Not for Publication**

The Draft Freight and Ports Plan

Why is this new Plan important?

The State's freight and ports network is crucial to our economy. Our future growth and prosperity require the safe, efficient and reliable movement of goods.

Freight is already worth \$66 billion a year to the State's economy and freight volumes are forecast to double in the Greater Sydney area in the next 40 years and grow by a quarter in regional NSW.

Our major commercial ports at Port Botany, Port Kembla and Newcastle will depend on faster and more efficient road and rail links to our Sydney and regional NSW markets as they manage increasing volumes of imports and exports.

Why does the Government need to replace the 2013 NSW Freight and Ports Strategy?

Since 2013, there have been significant investments in state infrastructure by the NSW Government, commitments by the Australian Government to build both Inland Rail and the Western Sydney Airport, the establishment of the national rail and heavy vehicle regulators and the work of the Greater Sydney Commission, which have all influenced the freight and ports sectors in NSW.

In addition there have been changes in demand for key commodities, strong economic growth, shifting technological, economic, demographic and social trends. The new Plan outlines the strategic direction the Government will take.

What will be different about this plan?

The final Plan will be more than ideas. It will include firm targets and key performance measures developed in consultation with the freight community.

Freight volumes are forecast to double in the Greater Sydney area over the next 40 years and grow by a quarter in regional NSW.

Our major commercial ports at Port Botany, Port Kembla and Newcastle are managing increasing volumes of imported and exported goods, requiring faster, more efficient road and rail access with our Sydney and regional NSW markets.

This presents new challenges and issues, requiring a rethink about our investment and policy direction to meet industry requirements.

This plan will define our priority action areas and underlying policy and investment issues.

Content

How will this new plan meet future challenges?

It forms part of the creation of a transport system that will meet the needs of freight customers by:

- continuing to invest in road and rail infrastructure to provide greater access on the networks
- utilising new technologies to drive greater network efficiencies
- prioritising vehicles depending on productivity, type of use and time of day
- reducing red tape and harmonising regulations between states to drive economic efficiencies
- separating freight from passenger vehicles in congested corridors, especially near trade gateways
- adopting an integrated planning approach that aligns with the Future Transport Strategy, Regional and Metro Services and Infrastructure Plans to ensure access to future freight nodes.

How far ahead is this Plan looking?

The Plan supports Future Transport 2056. Its timeline is the next 10 years and beyond but it allows us to be agile and can be updated to reflect changing needs.

This plan may not reflect the precise actions of Government over this period given the rapid rate of change in the industry. It will however outline the principles guiding actions in the freight sector.

Stakeholder feedback will determine our priorities and the timing of new initiatives.

What will the Plan cover?

The draft Plan examines the current state of freight in NSW, including supply chain and freight issues confronting the industry, and identifies opportunities and challenges for each of the freight modes and commodity sectors.

It highlights the value of performance targets and priority areas for infrastructure initiatives and policy reform. Consultation will help us verify the assumptions underpinning growth in demand for our goods, and the international and national markets driving that growth.

Identifying the most efficient modes to move our goods will inform the initiatives for investment, policy and programs that the NSW Government will need to have in place to support the States' continued growth and prosperity.

Potential priority action areas and infrastructure initiatives are to be confirmed through consultation.

The draft Plan highlights reducing regulation. How will this be progressed? Why?

The Plan addresses the importance of reducing red tape, providing greater freight access and lowering costs, while ensuring safety standards are maintained.

We will be conducting thorough and extensive consultation with industry, local government, the Commonwealth and other stakeholders to identify the most effective way of achieving our goals – to reduce, standardise and simplify regulations.

How will this Plan align with key interstate and national strategies?

We will be consulting with national agencies and interstate jurisdictions to ensure our key policy directions and initiatives are consistent on a national basis and support industry's expectations.

For example we are working with the Commonwealth Department of Infrastructure and Regional Development on national freight and supply chain initiatives.

Future Transport 2056 talks about new port development. How is this addressed in the draft Freight and Ports Plan?

This draft Plan is a key part of our integrated approach to providing better freight access to all our transport networks. The development of our ports will be addressed as will road, rail, sea, aviation and intermodal operations.

Funding

The draft Plan has good intentions and ideas. What funding is being committed to support implementation?

This Plan is about forward thinking and identifying the challenges and opportunities facing the freight sector both now and into the future. The Plan contains currently funded initiatives as well as future initiatives that are beyond current budget cycles.

This forward planning allows these projects to be incorporated into the budget planning process. Further to this, investment in current freight initiatives will continue.

Introducing performance measures for accountability is a welcome initiative. If there is no commitment to funding, how can Transport for NSW guarantee it will meet the targets?

Through consultation we are seeking commitment from industry to identify value-add targets. Where industry tells us a project is the right thing to do, this presents the strongest possible case for funding.

Consultation

How was this draft Plan prepared?

There was an initial round of consultation to develop a direction for the draft Plan. Transport for NSW consulted more than 500 stakeholders from industry and local government about ideas and priorities for the draft Plan.

What is the next stage?

Transport for NSW is now seeking feedback on the draft Plan from all industry sectors, representative groups, local councils and the community on the priorities outlined in the Plan.

The consultation period will extend until late March, 2018.

The process will include one-on-one consultation, round-tables and webinars.

After feedback is analysed, the draft Plan will be revised and the final Plan issued by mid-year.

It will support Transport for NSW's Future Transport 2056 Strategy, ensuring our freight and port system can respond to emerging national and international markets and opportunities.

The draft Plan is pretty comprehensive. How will any feedback be considered and incorporated?

We have not defined our targets, or locked in priorities and plans at this stage. The draft Plan presents a well-founded starting point for further conversations about tackling the challenges ahead.

Through consultation we will be encouraging feedback and submissions which will shape and define our priority initiatives.

Consultation will help us verify the assumptions underpinning growth in demand for our goods, and the international and national markets driving that growth. Identifying the most efficient modes to move our goods will inform the initiatives for investment, policy and programs that the NSW Government will need to have in place to support the State's continued growth and prosperity.

Will you be providing progress updates during the consultation process?

We will be providing updates on our website during the consultation process, including opportunities to participate in consultation sessions.

How long is the consultation process?

The draft Freight and Ports Plan consultation period is open now. We will be happy to receive submissions until 10pm on Sunday 25 March 2018. You can submit your ideas via the Future Transport 2056 website – future.transport.nsw.gov.au