

**MINISTER FOR REGIONAL TRANSPORT AND ROADS
HEARING: 1 NOVEMBER 2023
SUPPLEMENTARY QUESTIONS**

Question no: 1

1. Can TfNSW advise on the total allocated budget for the Fixing Country Roads program this financial year?

Answer:

I am advised:

Yes, Transport for NSW advises Fixing Country Roads is a \$543 million Restart NSW funded program, with the funds administered by Infrastructure NSW.

Transport for NSW does not hold the budget for the Fixing Country Roads program, and all funds have been fully committed to Councils.

The Fixing Country Roads program is operational expenditure funding. There is no capital expenditure underspend.

The status of the program is reviewed monthly.

Question no: 2

2. Can TfNSW advise on the current underspend amount for the Fixing Country Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 3

3. Can TfNSW advise if the underspend is due to delays in project implementation?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 4

4. Can TfNSW advise on which specific projects within the Fixing Country Roads program are underfunded?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 5

5. Can TfNSW advise on how the underspend compares to the previous year's budget?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 6

6. Can TfNSW advise on the projected underspend for the next financial quarter?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 7

7. Can TfNSW advise on the reasons behind the capital underspend in the Fixing Country Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 8

8. Can TfNSW advise on how underspend impacts the program's deliverables?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 9

9. Can TfNSW advise on whether the underspend will affect future funding for the program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 10

10. Can TfNSW advise on the measures taken to mitigate underspending in the Fixing Country Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 11

11. Can TfNSW advise on the impact of the underspend on road maintenance schedules?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 12

12. Can TfNSW advise on the consequences of underspend for rural communities?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 13

13. Can TfNSW advise on how the underspend is communicated to stakeholders?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 14

14. Can TfNSW advise on the timeline for reallocating the underspend within the program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 15

15. Can TfNSW advise on the likelihood of underspend leading to project cancellations?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 16

16. Can TfNSW advise on how the underspend might affect contractor payments and contracts?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 17

17. Can TfNSW advise on the process for redistributing underspend to other transportation projects?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 18

18. Can TfNSW advise on the policy for carrying over underspend to the next fiscal year?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 19

19. Can TfNSW advise on the criteria used to determine which roads are prioritised despite the underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 20

20. Can TfNSW advise on whether the underspend has prompted any audits or reviews?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 21

21. Can TfNSW advise on the long-term plans to address the cause of underspends?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 22

22. Can TfNSW advise on how underspend influences the strategic planning of the Fixing Country Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 23

23. Can TfNSW advise if any contingency funds are available to cover the underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 24

24. Can TfNSW advise on the role of local governments in addressing the underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 25

25. Can TfNSW advise on the transparency measures regarding underspend for the public?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 26

26. Can TfNSW advise on the effectiveness of current fiscal management practices within the program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 27

27. Can TfNSW advise on any anticipated changes to the program due to underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 28

28. Can TfNSW advise on how underspend affects safety and compliance measures on country roads?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 29

29. Can TfNSW advise on the breakdown of underspend across different regions?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 30

30. Can TfNSW advise on whether there has been an underspend on administrative costs as well as capital?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 31

31. Can TfNSW advise on how the underspend could influence future grant allocations?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 32

32. Can TfNSW advise on the potential for reallocating underspend to emergency road repairs?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 33

33. Can TfNSW advise on how the current economic climate may be affecting the underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 34

34. Can TfNSW advise on the relationship between underspend and project completion rates?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 35

35. Can TfNSW advise on any specific challenges that have led to the underspend this year?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 36

36. Can TfNSW advise on how underspend figures are reported internally?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 37

37. Can TfNSW advise on the procedures in place for monitoring budget expenditures?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 38

38. Can TfNSW advise on how underspend data influences policy-making decisions?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 39

39. Can TfNSW advise on whether underspend has an effect on rural road users' satisfaction levels?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 40

40. Can TfNSW advise on what safeguards are in place to prevent future underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 41

41. Can TfNSW advise on the accountability mechanisms for budget management within the program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 42

42. Can TfNSW advise on whether the underspend will impact the lifespan of current projects?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 43

43. Can TfNSW advise on the comparison of underspend percentages across various transport programs?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 44

44. Can TfNSW advise on historical trends of capital underspend in the Fixing Country Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 45

45. Can TfNSW advise on the plans to address any negative impacts caused by underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 46

46. Can TfNSW advise on how underspend has affected partnership projects with other entities?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 47

47. Can TfNSW advise on the measures to improve budget utilisation rates?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 48

48. Can TfNSW advise on the community feedback regarding the underspend and its impact?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 49

49. Can TfNSW advise on the potential reallocation of funds to areas with higher spend efficiency?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 50

50. Can TfNSW advise on the expected timeline for resolving the underspend issue?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 51

51. Can TfNSW advise on the current status of the Pooncarie Road upgrade project?

Answer:

I am advised:

Yes, Transport for NSW advises the Pooncarie Road sealing project is a council-led project being delivered by the Central Darling Shire Council and Wentworth Shire Council. Central Darling Shire Council has completed 49.1 kilometres of the 61 kilometres to be sealed, and Wentworth Shire Council have completed 26.5 kilometres.

Question no: 52

52. Can TfNSW advise on the expected completion date for the Pooncarie Road construction?

Answer:

I am advised:

Yes, Transport for NSW advises the sealing in the Central Darling Shire is expected to be complete in June 2024 and Wentworth Shire Council is expected to be complete in December 2023.

Question no: 53

53. Can TfNSW advise on the primary design challenges faced during the Pooncarie Road construction?

Answer:

I am advised:

Yes, Transport for NSW advises the sealing in the Central Darling Shire is expected to be complete in June 2024 and Wentworth Shire Council is expected to be complete in December 2023.

Question no: 54

54. Can TfNSW advise on how the design takes into account the local wildlife habitats?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 55

55. Can TfNSW advise on the flood mitigation strategies implemented in the road design?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 56

56. Can TfNSW advise on the provisions for safe animal crossings along Pooncarie Road?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 57

57. Can TfNSW advise on how the road design accommodates heavy vehicle traffic?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 58

58. Can TfNSW advise on the measures taken to minimize environmental impact during construction?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 59

59. Can TfNSW advise on the community consultation process for the Pooncarie Road project?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 60

60. Can TfNSW advise on how the design addresses the area's historical heritage preservation?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 61

61. Can TfNSW advise on the impact assessments conducted for the Pooncarie Road upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 62

62. Can TfNSW advise on the materials chosen for road surfacing and why?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 63

63. Can TfNSW advise on the cost-benefit analysis for the Pooncarie Road project?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 64

64. Can TfNSW advise on the sustainability practices incorporated in the construction process?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 65

65. Can TfNSW advise on the integration of the road with existing transportation networks?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 66

66. Can TfNSW advise on any technological innovations being deployed in the road's construction?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 67

67. Can TfNSW advise on the plans to ensure road safety during adverse weather conditions?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 68

68. Can TfNSW advise on how the construction plan addresses dust control?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 69

69. Can TfNSW advise on the use of local labor and resources in the project?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 70

70. Can TfNSW advise on the contingency plans for construction delays?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 71

71. Can TfNSW advise on the traffic management plans during the construction phase?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 72

72. Can TfNSW advise on the expected long-term maintenance requirements for the road?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 73

73. Can TfNSW advise on the strategies for managing the impact on local businesses during construction?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 74

74. Can TfNSW advise on the protocols for archaeological finds during construction?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 75

75. Can TfNSW advise on the incorporation of rest areas and amenities along the road?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 76

76. Can TfNSW advise on the potential for future road expansion?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 77

77. TfNSW advise on the steps taken to minimise noise pollution?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 78

78. Can TfNSW advise on how cultural sensitivities have been addressed in the road design?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 79

79. Can TfNSW advise on the approach to handling soil erosion during construction?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 80

80. Can TfNSW advise on the measures for pedestrian safety along Pooncarie Road?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 81

81. Can TfNSW advise on the bridge designs along the route?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 82

82. Can TfNSW advise on the provisions for emergency vehicle access?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 83

83. Can TfNSW advise on the coordination with utility companies for road construction?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 84

84. Can TfNSW advise on the handling of stormwater runoff from the road?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 85

85. Can TfNSW advise on the traffic forecasting models used for planning?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 86

86. Can TfNSW advise on the legal permits and approvals still pending for the project?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 87

87. Can TfNSW advise on the approach to land acquisition for road widening?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 88

88. Can TfNSW advise on the strategies to minimise the carbon footprint during construction?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 89

89. Can TfNSW advise on the accommodation of future smart road technologies?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 90

90. Can TfNSW advise on the communication strategies to keep the public informed?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 91

91. Can TfNSW advise on the alignment of the road construction with state planning policies?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 92

92. Can TfNSW advise on the impact on indigenous land and any consultations undertaken?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 93

93. Can TfNSW advise on the planning for any potential disruption to wildlife migration patterns?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 94

94. Can TfNSW advise on the inclusion of bike lanes or pedestrian paths?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 95

95. Can TfNSW advise on the methodology used for traffic impact assessments?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 96

96. Can TfNSW advise on the considerations for roadside vegetation and landscaping?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 97

97. Can TfNSW advise on the protocols in place for managing hazardous materials during construction?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 98

98. Can TfNSW advise on the arrangements for public transport services during construction?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 99

99. Can TfNSW advise on the oversight and quality control measures for construction?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 100

100. Can TfNSW advise on the assessment and management of heritage-listed sites along the route?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 101

101. Can TfNSW advise on the projected economic benefits of the Pooncarie Road project?

Answer:

I am advised:

Yes, TfNSW advises Pooncarie Road will deliver a sealed pavement between Menindee and Wentworth which will support freight movements, connectivity and reliability for emergency services, businesses, families and primary producers, particularly, by minimising road closures following rain events.

As of November 2023, Central Darling Shire Council have sealed 55 kilometres out of the total 61 kilometres and Wentworth Shire Council have sealed the total length of 26 kilometres.

Question no: 102

102. Can TfNSW advise on the alignment with regional development plans?

Answer:

I am advised:

Yes, Transport for NSW advises the regional plans, led by the Department of Planning and Environment, provide long term vision and direction for strategic planning for regions to be vibrant places for people to live, work and visit.

They are developed with councils, state agencies, peak bodies, business and local communities. Questions on the alignment of the project with the regional development plan should be referred to Central Darling Shire Council and Wentworth Shire Councils.

The Department of Planning and Environment is leading development of the Far West Regional Plan and further information is available on the Department of Planning and Environment website.

Question no: 103

103. Can TfNSW advise on the incorporation of lay-bys and breakdown spots?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 104

104. Can TfNSW advise on the specific design considerations for any bridges on Pooncarie Road?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 105

105. Can TfNSW advise on the consultations with emergency services for design input?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 106

106. Can TfNSW advise on the training programs for local workers on the project?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 107

107. Can TfNSW advise on the impact on tourism during and after construction?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 108

108. Can TfNSW advise on the design considerations for road signage and information systems?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 109

109. Can TfNSW advise on the design adaptations for extreme temperatures and conditions?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 110

110. Can TfNSW advise on the protective measures for existing infrastructure during construction?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 111

111. Can TfNSW advise on the frequency of road maintenance expected post-construction?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 112

112. Can TfNSW advise on the noise barriers or mitigation strategies for nearby residents?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response provided for Supplementary Questions 53.

Question no: 113

113. Can TfNSW advise on the risk assessments for potential road accidents and safety incidents?

Answer:

I am advised:

Yes, Transport for NSW advises it is committed to reducing trauma on NSW roads and meeting the goals of the National Road Safety Action Plan 2023-25, and the NSW 2026 Road Safety Action Plan.

The Australian Road Assessment Program (AusRAP) modelling is one of the tools Transport for NSW is using to meet these goals.

Transport for NSW has carried out risk assessments of all state highways which helps it plan and develop road safety improvement programs.

Question no: 114

114. Can TfNSW advise on the energy-efficient lighting plans for the road?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 53.

Question no: 115

115. Can TfNSW advise on the engagement with landowners affected by the road alignment?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 53.

Question no: 116

116. Can TfNSW advise on the policy for managing and compensating for any disruptions to farmland?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 53.

Question no: 117

117. Can TfNSW advise on the strategies to maintain traffic flow during peak construction periods?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 53.

Question no: 118

118. Can TfNSW advise on the assessment of road capacity and future growth projections?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 53.

Question no: 119

119. Can TfNSW advise on the approach to signage and way finding during construction?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 53.

Question no: 120

120. Can TfNSW advise on the impact of roadworks on local wildlife corridors?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 53.

Question no: 121

121. Can TfNSW advise on the plans for dealing with invasive species during land clearing?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 53.

Question no: 122

122. Can TfNSW advise on the approach for ensuring road resilience to natural disasters?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 53.

Question no: 123

123. Can TfNSW advise on the data collection methods for ongoing road performance monitoring?

Answer:

I am advised:

Yes, Transport for NSW advises that as Pooncarie Road is not currently reported as a Principal Transport Route, this question should be referred to Central Darling Shire Council and Wentworth Shire Council.

Question no: 124

124. Can TfNSW advise on the integration of the road with regional freight networks?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 53.

Question no: 125

125. Can TfNSW advise on the protocols for road closures and diversions when necessary?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 53.

Question no: 126

126. Can TfNSW advise on the plans for pedestrian and cyclist safety during construction?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 53.

Question no: 127

127. Can TfNSW advise on the considerations for transport of hazardous goods on Pooncarie Road?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 53.

Question no: 128

128. Can TfNSW advise on the provisions for roadside emergency technology, like SOS phones?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 53.

Question no: 129

129. Can TfNSW advise on the compliance with national road design standards?

Answer:

I am advised:

Yes, Transport for NSW advises all Transport standards are publicly available on the Transport Standards Portal.

Transport for NSW does not review road design plans for projects on regional roads but is supporting Central Darling Shire Council and Wentworth Shire Council by assisting them to ensure their designs comply with national road design standards.

Question no: 130

130. Can TfNSW advise on the impact of seasonal variations on the construction schedule?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 53.

Question no: 131

131. Can TfNSW advise on the strategies for preserving visual aesthetics along the road corridor?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 53.

Question no: 132

132. Can TfNSW advise on the specific safety improvements planned for the Coxs River Road section?

Answer:

I am advised:

Yes, Transport for NSW advises the Coxs River Road Upgrade will use modern design standards to improve safety by separating carriageways, reducing gradients and easing curves as much as possible.

The design of the upgrade offers improved safety outcomes for high-risk casualty crashes including head-on, intersection and t-bone crashes, and improved safety for all road users including pedestrians, cyclists and motorcyclists.

Specific features of the design include:

- Two lanes in either direction which will provide opportunities to overtake safely and allow for the installation of median treatments, which help to prevent head on collisions
- The Coxs River Road bridge will allow local traffic to travel over the highway safely, without interacting with higher speed traffic on the highway, reducing the risks associated with local vehicles crossing the highway
- Intersections at Browns Gap Road and Baaners Lane will be upgraded to include deceleration and acceleration lanes for safer entry and exit from the highway.

Sections of the existing highway not used in the upgrade will become local access and service roads with speed limits of 60 km/h, reducing the need for local traffic to travel along the highway.

Question no: 133

133. Can TfNSW advise how the upgrade will address the current accident rate on Coxs River Road?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 132.

Question no: 134

134. Can TfNSW advise if there will be pedestrian and cycling paths included in the upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises the Coxs River Road Upgrade will improve active transport connections by providing 2.5 metres of sealed shoulders on the highway and two metre sealed shoulders on three local service roads.

A new shared user path will be built along the 2.5 kilometre stretch of the upgrade including adjacent to the service road (Old Great Western Highway), improved access to this bus stop and for the entire village of Little Hartley. The bus stop will remain in operation throughout construction.

Further information is publicly available on the Transport for NSW website.

Question no: 135

135. Can TfNSW advise on the expected reduction in travel time after the upgrade is complete?

Answer:

I am advised:

Yes, Transport for NSW advises the Coxs River Road Upgrade is expected to save up to 20 seconds in morning peak and 64 seconds in the afternoon peak in 2026 at the Coxs River Road/Ambermere Drive intersection.

Further information is publicly available on the Transport for NSW website.

Question no: 136

136. Can TfNSW advise how the upgrade will impact emergency services' response times?

Answer:

I am advised:

Yes, Transport for NSW advises it has consulted with emergency services during the development of the Great Western Highway Upgrade Program – Little Hartley to Lithgow's Review of Environmental Factors (REF) and will continue to consult with emergency services prior to and during construction to confirm any diversions and any operational road network changes, per environmental Safeguard TT05 identified within Section 6.2 of the Submissions Report to the REF.

Alongside improved journey times, the Coxs River Road Upgrade will also provide a new bridge at Coxs River Road over the Great Western Highway, ensuring connectivity for local residents on either side of the highway and access for emergency services.

Question no: 137

137. Can TfNSW advise on any new traffic management systems being implemented?

Answer:

I am advised:

Yes, Transport for NSW advises the Coxs River Road Upgrade will include variable speed limit signage to assist in lowering speeds during emergencies or periods of inclement weather conditions, such as fog.

Question no: 138

138. Can TfNSW advise if wildlife crossings are included to prevent animal-vehicle collisions?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrade includes a fauna exclusion fence to guide animals to move along the fence toward a number of fauna underpasses which would be provided beneath the highway.

These underpasses (i.e. concrete box culverts) would facilitate the safe crossing of fauna beneath the road. Underpasses would be designed to convey surface water flows as well as facilitate fauna crossings.

Further information is publicly available on the Transport for NSW website.

Question no: 139

139. Can TfNSW advise on the measures taken to ensure driver awareness and road safety during construction?

Answer:

I am advised:

Yes, Transport for NSW advises Variable Message Signs are placed at both ends of the Coxs River Road Upgrade's construction site, as well as appropriate roadworks signage prior to entry into the construction site.

Signage is also installed at either end of the Coxs River Road Upgrade informing road users of project details.

Regular traffic alerts are also issued to inform road users of any work which has an impact on the road network.

Question no: 140

140. Can TfNSW advise on the inclusion of safety barriers to prevent run-off-road accidents?

Answer:

I am advised:

Yes, Transport for NSW advises details regarding all safety barriers proposed for inclusion on the Coxs River Road upgrade is publicly available on its website.

Question no: 141

141. Can TfNSW advise how the upgrade will cater to heavy and oversized vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises the Coxs River Road Upgrade has been designed to Austroads' standards for heavy vehicles and will be able to cater to General Access B-double trucks.

No specific facilities for oversized vehicles are within the current upgrade's scope.

Question no: 142

142. Can TfNSW advise if there are plans to install new lighting to improve night-time visibility?

Answer:

I am advised:

Yes, Transport for NSW advises whilst lighting is not required on the main carriageway, it will be included at intersections and connecting roads for safety reasons, where appropriate.

Question no: 143

143. Can TfNSW advise on any improvements to existing intersections for better traffic flow?

Answer:

I am advised:

Yes, Transport for NSW advises as part of the Coxs River Road Upgrade, the intersections of the Great Western Highway with Coxs River Road, Baaners Lane, Browns Gap Road and Ambermere Drive are all receiving improvements to assist with increased safety and improved traffic flow.

The Coxs River Road Bridge will also allow local traffic to travel over the highway safely, without interacting with higher speed traffic on the Great Western Highway.

Intersections at Browns Gap Road and Baaners Lane will be upgraded to include longer merging lanes for safer entry and exit from the highway.

Question no: 144

144. Can TfNSW advise whether speed limits will be revised post-upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrade will open with a speed limit of 80 km/h, in line with speed limits on surrounding roads.

Question no: 145

145. Can TfNSW advise on the strategies to minimise disruptions to local traffic during construction?

Answer:

I am advised:

Yes, Transport for NSW advises as the majority of the upgrade is being built via a separate alignment. **It is** expected to have a limited impact on local traffic.

Wherever possible, Transport for NSW aims to maintain one travel lane in each direction. However, there will be some instances during off peak times that lane closures or contraflow arrangements are required to complete work, including pavement resurfacing along the corridor.

The sections of work which do involve traffic disruption are staged to create minimal disruption. This includes carrying out disruptive work at night or off-peak periods during the day (i.e. avoiding school zones and peak hour periods).

Some impacts may be experienced when the upgrade is tied into the existing highway, however, these disruptions will be managed.

Question no: 146

146. Can TfNSW advise on how the design considers future traffic growth?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrade has been planned and designed to support future traffic growth in line with forecasted projections, whilst supporting local access, regional tourism and freight connectivity.

This upgrade is planned to deliver long term resilience and capacity, improve congestion and safety, and cater for future growth beyond 2036.

Further information is publicly available on the Transport for NSW website.

Question no: 147

147. Can TfNSW advise if there will be increased parking facilities for tourists and local businesses?

Answer:

I am advised:

Yes, Transport for NSW advises increased parking facilities are not within the scope of the Coxs River Road Upgrade.

Question no: 148

148. Can TfNSW advise how the upgrade is expected to impact local wildlife and their habitats?

Answer:

I am advised:

Yes, Transport for NSW advises the Coxs River Road Upgrade and the wider Little Hartley to Lithgow corridor is not expected to significantly impact threatened species, ecological communities, migratory species or their habitats.

Further information is publicly available on the Transport for NSW website.

Question no: 149

149. Can TfNSW advise on measures to control noise pollution during and after construction?

Answer:

I am advised:

Yes, Transport for NSW advises the Great Western Highway Upgrade Program – Little Hartley to Lithgow (West Section) Review of Environmental Factors identified properties which would be affected by increased noise as a result of the new highway alignment.

Properties which qualified for noise treatment were notified, assessed and treated. There were 10 properties identified in the Little Hartley area.

During construction, a Noise Management Plan has been created by the contractor as part of their required Construction Environmental Management Plans.

In line with these plans, the contractor monitors noise and reports as an environmental KPI. Machinery is also switched off when not in use, noise is kept to a minimum and construction crews aim to complete noisy work during the day.

Question no: 150

150. Can TfNSW advise on the consultation process with the Indigenous communities regarding the upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises it carried out a four-stage process to consult with Aboriginal communities during the development of the Coxs River Road Upgrade and also carried out an Aboriginal Cultural Heritage Assessment Report.

Further information is publicly available on the Transport for NSW website.

Question no: 151

151. Can TfNSW advise if the upgrade includes provisions for electric vehicle charging stations?

Answer:

I am advised:

Yes, Transport for NSW advises provisions for electric vehicle charging stations are not within the current scope of the Coxs River Road Upgrade.

Question no: 152

152. Can TfNSW advise on the expected economic benefits to local businesses post-upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises it has worked with local businesses to ensure access to these businesses will be maintained at the completion of the project.

The design for the upgrade has been adjusted to maintain through-access for passing traffic to properties and businesses at the western end of the upgrade. This has been designed to accommodate heavy vehicles wishing to access these businesses for purchases or deliveries.

Transport for NSW will continue to work with local businesses throughout the construction of the upgrade and will workshop locations for signage directing passing traffic to local businesses in the later stages of the upgrade.

Additionally, a pre-employment program has been carried out, providing training to long-term unemployed people from the Lithgow area. These successful graduates have been employed by the major work contractor to work on the upgrade and will be able to use their new qualifications and skills to gain meaningful employment in the local area once the upgrade is completed.

Question no: 153

153. Can TfNSW advise how the upgrade aligns with environmental sustainability practices?

Answer:

I am advised:

Yes, Transport for NSW advises it is committed to the Great Western Highway Upgrade Environment and Sustainability Policy for the Coxs River Road Upgrade.

The policy has a focus on optimising sustainability outcomes, transport service quality, and cost effectiveness. Specific environmental sustainability goals contained in the policy include:

- Developing effective and appropriate responses to the challenges of climate change, carbon management, resource and waste management, land use integration, customer and community expectation, and heritage and biodiversity conservation
- Being environmentally responsible, by avoiding pollution, enhancing the natural environment and reducing the project's ecological footprint, while complying with all applicable environmental laws, regulations and statutory obligations
- Being socially responsible by delivering a workforce legacy which benefits individuals, communities, the project and industry, and is achieved through collaboration and partnerships.

Further information is publicly available on the Transport for NSW website.

Question no: 154

154. Can TfNSW advise on the support for businesses that might be affected during construction?

Answer:

I am advised:

Yes, Transport for NSW advises it and the major work contractor have been in constant communication and discussion with local businesses to ensure impacts are kept to a minimum.

Question no: 155

155. Can TfNSW advise on the long-term maintenance plans for the upgraded road?

Answer:

I am advised:

Yes, Transport for NSW advises as a component of the State highway network, the upgrade will maintain the same standard as the previous corridor and the long-term maintenance plans for the Great Western Highway will not be impacted.

Lithgow City Council will also continue to maintain all relevant service roads. However, it is expected usage on the service roads will be greatly decreased, thereby reducing Lithgow City Council's maintenance burden.

Question no: 156

156. Can TfNSW advise if there's a plan to use local labor and materials for the construction?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrade is utilising local labour resources and local companies wherever possible, with additional suppliers sourced from regional areas.

Question no: 157

157. Can TfNSW advise on how traffic flow during peak hours will be improved?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 135.

Question no: 158

158. Can TfNSW advise on the anticipated impact on property values in the surrounding areas?

Answer:

I am advised:

Yes, Transport for NSW advises property values are driven and influenced by a range of economic, social and amenity factors which are external to the perceived or actual impacts from the proposal.

These factors include the housing supply and demand, interest rates, economic growth, local amenity and accessibility to employment and social infrastructure.

Question no: 159

159. Can TfNSW advise if the upgrade includes any flood mitigation strategies?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrade has been designed to be above the one per cent Annual Exceedance Probability (1 in 100-year average recurrence interval) flood event.

This has been achieved through the incorporation of new drainage culverts, resilient pavements and longitudinal drainage into the overall design to provide greater resilience for the upgrade corridor.

Question no: 160

160. Can TfNSW advise on the plan to keep the community informed about the project's progress?

Answer:

I am advised:

Yes, Transport for NSW advises the community is kept informed on the progress of the upgrade in a number of ways, including:

- Work notification letters, distributed to local community and emailed to the email distribution list for the project
- Monthly community updates on the upgrade's project website
- A Community Advisory Group which has been set up to provide an additional local conduit between the Transport for NSW project team, the major work contractor and the local community
- A project webpage on the Transport for NSW website.

The upgrade's community information line and project email address are always available and open for members of the community to contact at any time.

Question no: 161

161. Can TfNSW advise on the integration of the upgrade with existing public transport networks?

Answer:

I am advised:

Yes, Transport for NSW advises a new bus shelter will be built at the location of the current bus stop at the corner of Ambermere Drive and the current Great Western Highway.

A new shared user path will be built along the 2.5 kilometre stretch of the upgrade, including adjacent to the service road (Old Great Western Highway) to improve access to this bus stop and for the entire village of Little Hartley. The bus stop will remain in operation throughout the upgrade.

Question no: 162

162. Can TfNSW advise if there will be any art or cultural installations as part of the project?

Answer:

I am advised:

Yes, Transport for NSW advises it is continuing to investigate opportunities to implement cultural design features.

Question no: 163

163. Can TfNSW advise on the plan to address any increase in traffic during holiday seasons?

Answer:

I am advised:

Yes, Transport for NSW advises as the majority of the upgrade is being built via a separate alignment, a limited impact on local traffic is expected.

Wherever possible, Transport for NSW aims to maintain one travel lane in each direction. However, there will be some instances during off peak times that lane closures or contraflow arrangements are required to complete works such as pavement resurfacing along the corridor.

To reduce impacts on holiday traffic, Transport for NSW generally limits Road Occupancy Licences on associated day works during peak holiday periods including between 19 December 2023 and 2 January 2024, and between 25 January and 31 January 2024.

Question no: 164

164. Can TfNSW advise on the provision of services for motorists, like rest areas or information kiosks?

Answer:

I am advised:

Yes, Transport for NSW advises there are no rest areas or information kiosks planned within the current scope of the upgrade.

Question no: 165

165. Can TfNSW advise on the impact assessment regarding local flora and fauna?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 148.

Question no: 166

166. Can TfNSW advise if the project includes a strategy for minimising carbon footprint?

Answer:

I am advised:

Yes, Transport for NSW advises minimising the upgrade's carbon footprint is a key element of the project's sustainability goals listed under 'Net Zero' in Table 6-128 within Chapter 6.16 – Sustainability, greenhouse gas and climate change involvement of the Great Western Highway Upgrade Program – Little Hartley to Lithgow Review of Environmental Factors.

Question no: 167

167. Can TfNSW advise on how the upgrade will handle stormwater and runoff?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to response to Supplementary Question 159.

Question no: 168

168. Can TfNSW advise if smart technology will be used to monitor and manage traffic conditions?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to response to Supplementary Question 137.

Question no: 169

169. Can TfNSW advise on the type of road surface being used to ensure longevity and reduce maintenance?

Answer:

I am advised:

Yes, Transport for NSW advises the road surface will be made of asphalt, with the final wearing course consisting of stone mastic asphalt.

Question no: 170

170. Can TfNSW advise if the upgrade will accommodate future expansions or additional lanes?

Answer:

I am advised:

Yes, Transport for NSW advises the dual carriageway currently under construction is expected to adequately cater for growth along the corridor.

Question no: 171

171. Can TfNSW advise on any programs to help local residents deal with construction-related inconveniences?

Answer:

I am advised:

Yes, Transport for NSW advises as the majority of the upgrade is being constructed via a separate alignment a limited impact on local traffic is expected. However, where any construction-related inconveniences arise, each matter is treated on a case-by-case basis.

These agreements are reached between the major work contractor and impacted individuals.

Question no: 172

172. Can TfNSW advise on the provisions for roadside assistance and emergency services post-upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrade has been designed with sufficient shoulder width to accommodate roadside assistance, breakdowns, and emergency services.

Question no: 173

173. Can TfNSW advise if there will be any tolls associated with the upgraded road?

Answer:

I am advised:

Yes, Transport for NSW advises there are no tolls associated with the upgrade.

Question no: 174

174. Can TfNSW advise how the road will maintain accessibility for all users, including those with disabilities?

Answer:

I am advised:

Yes, Transport for NSW advises as the road is expected to be open in both directions, it should maintain access for all road users, including those with disabilities.

Question no: 175

175. Can TfNSW advise if any historical sites will be affected by the upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 176

176. Can TfNSW advise on the engagement with local schools and organisations to promote road safety education?

Answer:

I am advised:

Yes, Transport for NSW advises it has been in constant communication with the local community and proactively engages with community groups regularly to ensure impacted residents are appropriately informed and consulted as construction on the upgrade continues.

No schools within the upgrade's footprint are impacted.

Question no: 177

177. Can TfNSW advise on the job creation potential during the construction phase?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrade will support at least 530 new jobs during construction.

Question no: 178

178. Can TfNSW advise on how the design accommodates current and future public transport requirements?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 161.

Question no: 179

179. Can TfNSW advise if there will be new rest stops or amenities for long-haul drivers?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 164.

Question no: 180

180. Can TfNSW advise on the strategies in place to ensure minimal traffic congestion post-upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrade will improve network performance by managing traffic peaks and reducing congestion around intersections, whilst making local traffic safer by improving intersections and local service roads.

This will be achieved by delivering a dual carriageway in each direction, with a straighter corridor alignment providing more opportunities for traffic to overtake slow moving vehicles, and flow smoothly at a consistent speed to allow the road to cope with peak periods and growing traffic.

The Coxs River Road overbridge will also allow local traffic to cross the Great Western Highway without interacting with highway traffic further enhances these benefits.

Question no: 181

181. Can TfNSW advise on the methods being used to preserve the scenic value of the area during construction?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrade will utilise a range of mitigation measures aimed to preserving the scenic value of the area during construction, including:

- providing suitable barriers to screen views from adjacent areas during construction
- returning temporary work areas, such as ancillary facilities, to at least their pre-construction condition progressively throughout the works, where feasible, or once construction is complete
- identifying, protecting and retaining existing trees located within the ancillary facility areas
- minimising construction lighting impacts
- minimising noise and vibration impacts
- minimising dust.

Further information is publicly available on the Transport for NSW website.

Question no: 182

182. Can TfNSW advise on the timeline for completion of the Coxs River Road upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrade is expected to be completed in 2025, weather permitting.

Question no: 183

183. Can TfNSW advise on the risk management plans for potential construction delays?

Answer:

I am advised:

Yes, Transport for NSW advises it manages construction delay risks through the project management and risk management processes throughout the project lifecycle, through options analysis, design, procurement, delivery and benefits realisation.

Infrastructure NSW's Infrastructure Investor Assurance Framework also assists with the management of project delay risks through the NSW Gateway Policy including Milestone Gate Reviews, Health Checks and Deep Dives. This framework ensures sufficient consideration has been given to project risks and appropriate mitigations are identified.

Question no: 184

184. Can TfNSW advise on how local wildlife movement will be facilitated safely across the highway post-upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 138.

Question no: 185

185. Can TfNSW advise if there will be any compensation for businesses affected by the construction work?

Answer:

I am advised:

Yes, Transport for NSW advises although there is a limited impact on through traffic and much of the work is be carried out away from the existing alignment, it and its major work contractor have been in constant communication and discussion with local businesses to ensure impacts are kept to a minimum.

Question no: 186

186. Can TfNSW advise on the plans to manage increased traffic and potential road wear following the upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises as the new upgrade alignment will deliver a straightened and widened corridor compared to the existing alignment, this will reduce wear and tear due to compression braking, slewing and stopping movements.

As a result, the upgrade is expected to deliver greater resilience with the new pavement and lower maintenance costs.

Question no: 187

187. Can TfNSW advise if there are any plans to improve existing public transportation routes in conjunction with the highway upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises there are no plans to improve existing public transportation routes within the current scope of the upgrade.

The corridor is serviced by both bus and train services, and both services will be maintained for the duration of the upgrade's construction.

Question no: 188

188. Can TfNSW advise on the steps being taken to mitigate dust and debris during the roadworks?

Answer:

I am advised:

Yes, Transport for NSW advises the major work contractor currently has three watercarts on site permanently, with a fourth cart on call for high wind days to manage dust and debris resulting from the construction of the upgrade.

Question no: 189

189. Can TfNSW advise how this upgrade will facilitate better connectivity to other major transport links?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 180.

Question no: 190

190. Can TfNSW advise on the kind of support available to property owners who may be required to sell land for the upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises all property acquisitions for the upgrade have been concluded as negotiated settlements.

No further property acquisitions are required.

Question no: 191

191. Can TfNSW advise if the highway upgrade will include enhancements to existing road signage?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrade will deliver updated guide and warning signage.

Question no: 192

192. Can TfNSW advise on whether new bridges or overpasses are included in the plan?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrade will provide an overpass bridge at Coxs River Road for local traffic to travel over the upgraded Great Western Highway.

Question no: 193

193. Can TfNSW advise how the design will ensure the safety of motorcyclists on the upgraded highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 132.

Question no: 194

194. Can TfNSW advise on whether there will be initiatives to educate the public on the new road features post-upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 181.

Question no: 195

195. Can TfNSW advise if any additional resources will be allocated to maintain the upgraded road?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 155.

Question no: 196

196. Can TfNSW advise on how traffic during popular events in the region will be managed with the new road design?

Answer:

I am advised:

Yes, Transport for NSW advises once operational, the upgrade will minimise congestion and enhance the local road network to manage popular events both locally and regionally as it will provide greater access to service roads and additional capacity for the Great Western Highway corridor.

Question no: 197

197. Can TfNSW advise if there will be any specific features to accommodate autonomous or semi-autonomous vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises provisions to accommodate autonomous or semi-autonomous vehicles is not included within the current scope of the upgrade.

Question no: 198

198. Can TfNSW advise on the expected improvements in fuel efficiency and vehicle operation costs due to the upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises fuel efficiency and vehicle operation costs will vary from vehicle to vehicle.

Question no: 199

199. Can TfNSW advise on how the road upgrade might affect local air quality?

Answer:

I am advised:

Yes, Transport for NSW advises changes to local air quality as a result of the operation of the Upgrade were predicted to remain below the NSW Environmental Protection Agency's impact assessment criteria, except for 24-hour averaged PM10 where the exceedances would be experienced at six sensitive receivers. Exceedances at these locations are a result of the Great Western Highway alignment moving closer to the receivers as opposed increased PM10 concentrations as a result of the delivery of the Upgrade.

Further information is publicly available on the Transport for NSW website.

Question no: 200

200. Can TfNSW advise if there is a contingency plan for construction delays caused by extreme weather events?

Answer:

I am advised:

Yes, Transport for NSW advises adequate planning for potential construction delays is an integral component to costing any project as it essential to provide sufficient contingency for a variety of uncontrollable factors such as extreme weather events.

These same principles have been applied to the upgrade and will allow the project to accommodate these potential construction delay risks, if and when they arise.

Question no: 201

201. Can TfNSW advise on any improvements to bus stops and passenger facilities along the highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 161.

Question no: 202

202. Can TfNSW advise on the impact of the upgrade on local emergency evacuation plans?

Answer:

I am advised:

Yes, Transport for NSW advises local emergency evacuation plans are routinely adjusted to manage risks under a variety of circumstances and once operational. Once complete, the upgrade will be incorporated into these plans.

Transport for NSW will continue to work with and support emergency services to maintain and update local emergency evacuation plans.

Question no: 203

203. Can TfNSW advise if there will be any changes to the existing roadside rest areas?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 164.

Question no: 204

204. Can TfNSW advise on the implementation of any new road safety technologies, such as average speed cameras?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 137.

Question no: 205

205. Can TfNSW advise on the impact of the upgrade on the region's tourism potential?

Answer:

I am advised:

Yes, Transport for NSW advises all upgrades to the Great Western Highway will improve the connection between Central West NSW and Sydney, and reduce congestion, making the Blue Mountains and Central West NSW more attractive places to live, work and visit and improving safety, connectivity and amenity for residents and visitors.

Upgrade designs have been aligned with the NSW Tourism and Transport Plan 2018, the Central West and Orana Regional Plan 2036 and The 20 Year Economic Vision for Regional NSW.

Question no: 206

206. Can TfNSW advise on how the upgrade might facilitate the growth of local industries?

Answer:

I am advised:

Yes, Transport for NSW advises the Central West and Orana region is home to more than 300,000 people and is the State's third largest regional economic contributor. Improvements creating a more reliable connection between regional NSW and Sydney will attract more investment and help to create jobs.

A better connection will make it easier for regional communities to access essential services, jobs and education.

This will all make regions across NSW more attractive places to live, work and invest.

Question no: 207

207. Can TfNSW advise if there are any planned partnerships with local councils or other government bodies for this project?

Answer:

I am advised:

Yes, Transport for NSW advises the existing Great Western Highway will become the new service road, and Lithgow City Council will assume responsibility for maintenance and management.

It is expected traffic on this road will be significantly reduced, thus reducing ongoing maintenance costs.

Question no: 208

208. Can TfNSW advise on the potential for new residential or commercial development along the upgraded road?

Answer:

I am advised:

Yes, Transport for NSW advises the facilitation of new residential or commercial developments is driven and influenced by a range of economic, social and amenity factors which are external to the perceived or actual impacts from the proposal.

These factors could include the housing supply and demand, interest rates, economic growth, local amenity and accessibility to employment and social infrastructure.

Question no: 209

209. Can TfNSW advise if any areas of cultural significance will be preserved during the construction?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 175.

Question no: 210

210. Can TfNSW advise on the plans to ensure the continuity of the natural landscape and scenic views?

Answer:

I am advised:

Yes, Transport for NSW advises the best practice for the design process for any major project is the identification of urban design objectives.

This process was incorporated into the upgrade's design to ensure the natural landscape and scenic views of the Blue Mountain surrounds were preserved and emphasised.

Further information is publicly available on the Transport for NSW website.

Question no: 211

211. Can TfNSW advise on how the upgrade takes into account future technological advancements in transportation?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 141.

Question no: 212

212. Can TfNSW advise if there will be new turning lanes or merging lanes to improve traffic flow?

Answer:

I am advised:

Yes, Transport for NSW advises that where possible, the upgrade opted for grade separated intersection design due to its reliability and enhanced safety features, as opposed to additional turning and merging lanes.

The intersections of the Great Western Highway with Baaners Lane and Browns Gap Road are receiving improvements to assist with increased safety and improved traffic flow, including longer merging lanes for safer entry and exit from the Great Western Highway.

Question no: 213

213. Can TfNSW advise on the specific economic impacts the upgrade is expected to have on the local economy?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the responses to Supplementary Questions 152 and 206.

Question no: 214

214. Can TfNSW advise if the project will involve upgrades to infrastructure like sewage, water, and utilities?

Answer:

I am advised:

Yes, Transport for NSW advises utilities were relocated as part of the upgrade's early work.

Question no: 215

215. Can TfNSW advise on the types of new employment opportunities the upgrade might generate?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrade will create at least 530 new jobs during construction, with these roles primarily relate to project management, engineering, machinery operation and general labour.

Question no: 216

216. Can TfNSW advise on the educational outreach to schools and community groups about the upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 176.

Question no: 217

217. Can TfNSW advise if there will be a focus on using renewable energy sources during construction?

Answer:

I am advised:

Yes, Transport for NSW advises safeguards GH01 to GH07 in Section 6.2 of the Submissions Report to Great Western Highway Upgrade Program – Little Hartley to Lithgow’s Review of Environmental Factors have been identified where appropriate to address these opportunities to lower the Coxs River Road Update’s carbon footprint. These include adopting low emission materials, energy efficient technology and exploring renewable energy opportunities during the construction and maintenance of the proposal.

Further information is publicly available on the Transport for NSW website.

Question no: 218

218. Can TfNSW advise on the integration of the upgrade with regional development plans?

Answer:

I am advised:

Yes, Transport for NSW advises improvements to the Great Western Highway are included within the Central West & Orana Regional Development Plan 2041.

Question no: 219

219. Can TfNSW advise on any anticipated changes in local business traffic patterns due to the upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises once the upgrade is operational, a number of businesses will no longer face directly onto the highway and will instead be accessible via the service road.

Traffic will be able to exit the highway and travel along the service road to access these businesses. Transport for NSW is investigating wayfinding signage to support these local businesses.

Question no: 220

220. Can TfNSW advise on the projected long-term cost savings for motorists using the upgraded highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 198.

Question no: 221

221. Can TfNSW advise on the enforcement of construction zone speed limits and worker safety measures?

Answer:

I am advised:

Yes, Transport for NSW advises road work zones are high risk environments where there are often changed road conditions, additional hazards and road workers close to traffic. Workers on the State road network must carry out work during the hours specified in the Road Occupancy License for the area.

Transport for NSW also has approved Traffic Guidance Schemes for construction work and as well as Safe Work Method Statements in place to support all high-risk construction work. Transport for NSW's Situational Awareness system also empowers workers to review hazards and cease what they are doing if the risk becomes too high.

All construction activities along the State road network are carried out under strict traffic control guidelines and the enforcement of construction zone speed limits is a matter for the NSW Police.

Question no: 222

222. Can TfNSW advise if there will be a review process for the upgrade's impact on traffic safety statistics?

Answer:

I am advised:

Yes, Transport for NSW advises it monitors incidents and collects incident data on all highways as part of ongoing operational data collection. This information is used to identify areas of concern before a targeted road safety treatment is applied to further improve road safety outcomes.

Road safety treatments vary from education campaigns to speed cameras to road alignment improvements.

Question no: 223

223. Can TfNSW advise on how the upgrade will be monitored for its effectiveness in improving safety and traffic flow?

Answer:

I am advised:

Yes, Transport for NSW advises traffic data and crash statistics data will be used to monitor the effectiveness of the upgrade once it is complete.

Question no: 224

224. Can TfNSW advise if there will be any specific measures to address noise concerns for residents near the highway?

Answer:

I am advised:

Yes, Transport for NSW advises an Operational Noise Impact and Mitigation Assessment was carried out in accordance with the relevant guidelines for the project and based on information available in the Great Western Highway – Little Hartley to Lithgow’s Review of Environmental Factors.

Transport for NSW offers a number of mitigation measures during project construction including notifications, phone calls, respite offers and alternate accommodation.

Question no: 225

225. Can TfNSW advise on any anticipated changes to public transportation scheduling or routes due to the upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrade’s major work contractor has carried out consultation with local bus operators in the area, and no permanent changes are expected following the completion of the upgrade.

Question no: 226

226. Can TfNSW advise on how the project will ensure adequate drainage to prevent roadway flooding?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 155.

Question no: 227

227. Can TfNSW advise on the measures being taken to prevent disruption to local wildlife during construction?

Answer:

I am advised:

Yes, Transport for NSW advises prior to any vegetation clearing, a pre-clearance survey is carried out to identify any wildlife and is followed by a staged clearing process to allow any wildlife to vacate the area and to confirm there is no wildlife in the area.

Additionally, ecologists are onsite to relocate any wildlife encountered.

Question no: 228

228. Can TfNSW advise if the highway will be designed to accommodate potential future public transport options like bus lanes?

Answer:

I am advised:

Yes, Transport for NSW advises traffic on the Great Western Highway is projected to grow, and the Coxs River Road Upgrade is designed to support future traffic growth in line with forecasted projections.

At this time, potential future public transport options like bus lanes are not being evaluated along this corridor.

Question no: 229

229. Can TfNSW advise on any plans for community amenities or landscaping as part of the highway upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrade will deliver an active transport route within its scope.

Additionally, a Landscape Plan has been established to progressively rehabilitate the new alignment's footprint.

Question no: 230

230. Can TfNSW advise on the balance between cost, quality, and timeframe for the upgrade project?

Answer:

I am advised:

Yes, Transport for NSW advises the NSW Government has a range of robust processes to evaluate the impact of any infrastructure upgrade. Alongside its own internal processes to evaluate the benefits delivered by new infrastructure, NSW Treasury and Infrastructure NSW also carry out a variety of assurance processes which independently evaluate assess whether economic, road safety or social benefits are achieved.

Additionally, Transport for NSW is accountable to the Department of Planning and Environment's Project Conditions of Approval which provide clear deliverables to assist in meeting community expectations when delivering infrastructure.

Question no: 231

231. Can TfNSW advise on the strategies in place for the ongoing evaluation of the upgrade's impact on safety, social, and economic factors?

Answer:

I am advised:

Yes, please refer to the response to Supplementary Question 230.

Question no: 232

232. Can TfNSW advise on the specific safety improvements planned for the Medlow Bath section of the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Medlow Bath Upgrade is being designed with suitable lane widths, markings, signposting and turning bays to provide improved access for local traffic. At completion, the upgrade will transform from a single lane each way to a two-lane, two-way divided carriageway which will vastly reduce the potential for head on collisions.

The design of the upgrade offers improved safety outcomes for high-risk casualty crashes including head-on, intersection and t-bone crashes, and improved safety for all road users including pedestrians, cyclists and motorcyclists.

Question no: 233

233. Can TfNSW advise if the upgrade will include additional pedestrian crossings to enhance safety in Medlow Bath?

Answer:

I am advised:

Yes, Transport for NSW advises the Medlow Bath Station Upgrade includes the construction of a fully accessible pedestrian bridge. The upgrade to Bellevue Crescent will include pedestrian crossing lights to ensure safe access for pedestrians.

Question no: 234

234. Can TfNSW advise how the upgrade will address the current accident rates on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Medlow Bath Upgrade will provide a dual carriageway in each direction. This will provide safe overtaking opportunities and allow Transport for NSW to install median treatments which assist with the prevention of head-on collisions.

The design of the upgrade offers an improved safety outcome for high-risk casualty crashes like head-on, intersection and t-bone crashes, and improves safety for all road users including pedestrians, cyclists and motorcyclists.

Question no: 235

235. Can TfNSW advise if the upgrade will result in any changes to speed limits through the Medlow Bath area?

Answer:

I am advised:

Yes, Transport for NSW advises the current speed limit of 60 km/h will remain unchanged at the completion of the upgrade.

Question no: 236

236. Can TfNSW advise what measures are being implemented to protect wildlife during and after the highway upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises the Medlow Bath Upgrade's urban alignment has had limited impact on wildlife connectivity and habitat fragmentation. Pre-clearance surveys were completed by ecologists to minimise impacts to local wildlife.

Question no: 237

237. Can TfNSW advise on the expected reduction in travel time between Sydney and the Central West post-upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises specific travel time reductions for the 1.2 kilometre Medlow Bath upgrade will vary depending on time of day and direction. The upgrade will provide more opportunities to safely overtake slow moving vehicles and help ensure the road can cope with peak periods and growing traffic.

Question no: 238

238. Can TfNSW advise if the upgrade will include provisions for emergency vehicle lanes?

Answer:

I am advised:

Yes, Transport for NSW advises the Medlow Bath Upgrade will provide a dual carriageway in each direction. This will provide safe overtaking opportunities and allow Transport for NSW to install median treatments which assist with the prevention of head-on collisions.

Question no: 239

239. Can TfNSW advise how the upgrade will impact emergency response times in the area?

Answer:

I am advised:

Yes, Transport for NSW advises that for the duration of construction, it has developed an emergency management plan in liaison with local emergency services, which assures the major work contractor will maintain a useable surface road for use, in the event of an emergency.

Upon the completion of the upgrade, the new dual carriageway in each direction will provide emergency services with improved travel times, greater through traffic capacity and additional opportunity to overtake along the Medlow Bath Upgrade's alignment.

Question no: 240

240. Can TfNSW advise if any new traffic lights will be installed as part of the Medlow Bath upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises new traffic signals are being constructed at the intersection of the Great Western Highway and Bellevue Crescent.

Question no: 241

241. Can TfNSW advise on the inclusion of bicycle lanes in the upgrade plans?

Answer:

I am advised:

Yes, Transport for NSW advises a shared path for cyclists and pedestrians is being constructed on the western side of the highway for the length of the Medlow Bath Upgrade.

Question no: 242

242. Can TfNSW advise on how the upgrade will cater to increasing traffic volumes over the next decade?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrades to the Great Western Highway are planned and designed to support future traffic growth. This is in line with forecasted projections, whilst also supporting local access, regional tourism and freight connectivity.

Question no: 243

243. Can TfNSW advise on the types of barriers that will be installed for road safety?

Answer:

I am advised:

Yes, Transport for NSW advises that F-type concrete barriers are being installed for the Medlow Bath Upgrade. These are approved for use on Australian roads for up to 70 km/h and will be installed at various sections, as appropriate.

Question no: 244

244. Can TfNSW advise if there are any plans to install noise-reduction barriers for the local community?

Answer:

I am advised:

Yes, Transport for NSW advises there are no permanent noise barriers being installed as part of the Medlow Bath Upgrade.

Question no: 245

245. Can TfNSW advise how the upgrade will facilitate the movement of freight and goods?

Answer:

I am advised:

Yes, Transport for NSW advises to meet future demand, any upgrades to the highway are being future proofed to carry safer, more productive modern Performance Based Standards heavy vehicles and Higher Productivity Vehicles, which are essential to help NSW meet its growing freight needs.

Question no: 246

246. Can TfNSW advise on the anticipated economic benefits of the highway upgrade to Medlow Bath?

Answer:

I am advised:

Yes, Transport for NSW advises the project will support at least 400 jobs during construction, whilst utilising local labour resources and local companies wherever possible.

The upgrade will also provide improved access, with permanent parking to be provided near the local Potbelly café at Medlow Bath and access to the Hydro Majestic from the Medlow Bath Station to assist tourists arriving by train to reach the hotel.

Question no: 247

247. Can TfNSW advise if there will be any new rest areas or service centres added?

Answer:

I am advised:

Yes, Transport for NSW advises there are no rest areas or information kiosks planned within the current scope of the Medlow Bath Upgrade.

Question no: 248

248. Can TfNSW advise if the upgrade includes any scenic lookouts or tourist facilities?

Answer:

I am advised:

Yes, Transport for NSW advises the Medlow Bath Upgrade will include a viewing platform built on the western side of the pedestrian bridge, overlooking the Megalong Valley.

Question no: 249

249. Can TfNSW advise on how local businesses will be supported during the construction phase?

Answer:

I am advised:

Yes, Transport for NSW is committed to working with local businesses during the construction phase of the Medlow Bath Upgrade to ease the potential economic impacts on the area. This includes limiting work on weekends (where possible) and developing staging plans that maximise construction work during standard working hours.

In addition, Transport for NSW encourages the support of local businesses throughout the construction phase of the upgrade. This includes the use of local accommodation facilities for worker's accommodation and patronage at the local café and restaurants. An increased workforce demand during construction would also generate additional customers.

Question no: 250

250. Can TfNSW advise if the upgrade will improve access to public transportation options?

Answer:

I am advised:

Yes, Transport for NSW advises the Medlow Bath Station Upgrade includes a new pedestrian bridge, stairs and lift which will improve safety and provide an accessible path of travel between bus bays, the Medlow Bath Station platforms and Railway Parade.

Improvements to the bus shelters and bus turning areas will also enhance accessibility to bus services.

Question no: 251

251. Can TfNSW advise if the design of the upgrade will consider future technologies such as electric vehicle charging stations?

Answer:

I am advised:

Yes, Transport for NSW advises the provision for electric vehicle charging stations are not within the current scope of the Medlow Bath Upgrade.

Question no: 252

252. Can TfNSW advise on the expected increase in regional tourism due to the highway upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises all upgrades to the Great Western Highway will support a vibrant and growing tourism industry throughout the Blue Mountains and beyond.

Question no: 253

253. Can TfNSW advise how the upgrade will affect property values in Medlow Bath?

Answer:

I am advised:

Yes, Transport for NSW advises property values are driven and influenced by a range of economic, social and amenity factors which are external to the perceived or actual impacts from the proposal.

These factors include the housing supply and demand, interest rates, economic growth, local amenity and accessibility to employment and social infrastructure.

Question no: 254

254. Can TfNSW advise on any anticipated job creation during and after construction?

Answer:

I am advised:

Yes, Transport for NSW advises the project will support at least 400 jobs during the construction phase.

Question no: 255

255. Can TfNSW advise if the construction will require any relocations or compulsory property acquisitions?

Answer:

I am advised:

Yes, Transport for NSW advises property acquisition was carried out for this project.

Question no: 256

256. Can TfNSW advise on measures to minimise disruption to local wildlife habitats?

Answer:

I am advised:

Yes, Transport for NSW advises a small amount of native vegetation clearing was carried out along the Great Western Highway for this project and was minimised during the detailed design. Pre-clearance surveys were completed by ecologists to minimise impacts to local wildlife.

Question no: 257

257. Can TfNSW advise on strategies to manage traffic during the construction period?

Answer:

I am advised:

Yes, Transport for NSW advises the project will not require staging to manage peak traffic as work will be carried out out of peak periods to minimise impacts.

Question no: 258

258. Can TfNSW advise how local community feedback is being incorporated into the upgrade plans?

Answer:

I am advised:

Yes, Transport for NSW has consulted extensively with the local community throughout all stages of the project's design and planning approval.

Following determination of the Medlow Bath Review of Environmental Factors (REF) and Submissions Report to the REF, feedback from the community resulted in several design changes including the removal of a U-turn bay at Bellevue Crescent and widening the lane width for the length of the Medlow Bath corridor.

Question no: 259

259. Can TfNSW advise on the long-term maintenance plans for the upgraded highway?

Answer:

I am advised:

Yes, Transport for NSW advises as a component of the State highway network, the project will maintain the same standard as the previous corridor and the long-term maintenance plans for the Great Western Highway will not be impacted.

Question no: 260

260. Can TfNSW advise on how the construction will affect air quality in the area and what mitigation measures are in place?

Answer:

I am advised:

Yes, Transport for NSW advises the project is considered low risk due to the relatively small areas of exposed soil.

The major work contractor utilises mitigation measures such as watercarts to manage dust and debris resulting from the construction of the project.

Maintaining groundcover and progressively rehabilitation work areas is being used to minimise impacts on air quality.

Question no: 261

261. Can TfNSW advise on the consultation process with Indigenous communities regarding the upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises it has been working with the local Aboriginal community to identify and protect Aboriginal cultural heritage in the proposal area.

As part of the overall Great Western Highway Upgrade investigations, the Great Western Highway Duplication - Katoomba to Lithgow Archaeological Survey Report was completed to assess Aboriginal cultural heritage which included a Stage 2 Procedure for Aboriginal Cultural Heritage Consultation and Investigation.

Question no: 262

262. Can TfNSW advise if the upgrade will consider adding new public amenities like parks or picnic areas?

Answer:

I am advised:

Yes, Transport for NSW advises it will relocate a painted mural bus shelter from the Medlow Bath Upgrade corridor to Medlow Park and reinstate the shelter with an accompanying picnic table and bench.

Question no: 263

263. Can TfNSW advise on how the upgrade will align with environmental protection regulations?

Answer:

I am advised:

Yes, Transport for NSW advises the project complies with all relevant environmental statutory and regulatory requirements.

Question no: 264

264. Can TfNSW advise on any planned improvements to intersections along the Great Western Highway in Medlow Bath?

Answer:

I am advised:

Yes, Transport for NSW advises the project includes several improvements to intersections along the upgraded corridor including, traffic lights providing safer access into and out of Bellevue Crescent, a separated left turn bay into Bellevue Crescent, and a dedicated right turn into Hydro Majestic.

Question no: 265

265. Can TfNSW advise if the upgrade will address any current issues with drainage or flooding on the highway?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrade will improve the drainage capacity of the formal drainage infrastructure to current standards.

Further information is available on the Transport for NSW website.

Question no: 266

266. Can TfNSW advise on the plans to ensure the safety of construction workers during the upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises the major work contractor is required to have a corporate work health and safety management system which complies with the relevant Work, Health and Safety (WHS) legislation and is in accordance with the NSW Government WHS Management Guidelines.

Construction activities are required to be undertaken to comply with WHS legislation, to ensure protection of persons, property, and the environment.

Question no: 267

267. Can TfNSW advise on the types of vegetation and landscaping to be used in the roadside environment?

Answer:

I am advised:

Yes, Transport for NSW advises an Urban Design and Landscaping Plan has been prepared for the upgrade which aims to provide a well-vegetated gateway into Medlow Bath. This will integrate the roadway and pedestrian bridge structure with the surrounding natural landscape.

Question no: 268

268. Can TfNSW advise if the upgrade will involve the installation of smart traffic management systems?

Answer:

I am advised:

Yes, Transport for NSW advises the new and existing traffic lights included within the upgrade will include the Sydney Coordinated Adaptive Traffic System which allows traffic lights to communicate and respond to traffic flow to reduce congestion.

Question no: 269

269. Can TfNSW advise on the projected economic impact on the Blue Mountains region as a whole?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the responses to Supplementary Questions 246 and 252.

Question no: 270

270. Can TfNSW advise if any heritage sites will be affected by the upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises heritage impacts have been assessed, mitigation measures implemented, and a Section 60 heritage works approval under the NSW Heritage Act 1977 has been granted for the proposed work within curtilage of the state heritage listed Medlow Bath Railway Station.

Further information is available on the Transport for NSW website.

Question no: 271

271. Can TfNSW advise on what alternative routes will be recommended during any closures?

Answer:

I am advised:

Yes, Transport for NSW advises that during the delivery of the upgrade, roadwork on Railway Parade will require local traffic to detour via other local streets.

Question no: 272

272. Can TfNSW advise on the expected lifespan of the infrastructure being installed?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrade's main carriageway pavement is designed for a 40-year life and all sides streets are designed for a 20-year life.

The new pedestrian bridge being installed as part of the Medlow Bath Station Upgrade is designed for a 120-year life.

Question no: 273

273. Can TfNSW advise if there will be any impact on local schools and educational facilities during construction?

Answer:

I am advised:

Yes, Transport for NSW advises there are no schools within the project area.

Question no: 274

274. Can TfNSW advise how the project will comply with sustainability principles?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrade was considered in the context of the objectives of the Environmental Planning and Assessment Act 1979, including the principles of ecologically sustainable development as defined in Schedule 2 of the Environmental Planning and Assessment Regulation 2000.

One of the objectives of the upgrade is to maintain and enhance the local amenity and character and protect environmental and cultural assets. The upgrade will improve active transport and local traffic connectivity along and across the corridors as well as preserve local heritage assets, enhance local amenity and character through sensitive urban design.

Further information is available on the Transport for NSW website.

Question no: 275

275. Can TfNSW advise if there will be upgrades to public transport infrastructure as part of this project?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 250.

Question no: 276

276. Can TfNSW advise on the provision for future electric buses on the upgraded highway?

Answer:

I am advised:

Yes, Transport for NSW advises provisions for future electric buses are not within the current scope of the upgrade.

Question no: 277

277. Can TfNSW advise on how the upgrade will accommodate for peak holiday traffic?

Answer:

I am advised:

Yes, Transport for NSW advises increasing the existing carriageway from a single lane each way will double the capacity of the Great Western Highway once the upgrade is operational. This will improve resilience of the corridor at times of contra flow and other traffic management solutions as required.

Question no: 278

278. Can TfNSW advise if the project timeline includes any allowances for weather-related delays?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrade includes allowances for weather related construction delays.

Question no: 279

279. Can TfNSW advise on the support available for businesses affected by construction delays?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 249.

Question no: 280

280. Can TfNSW advise on the potential for the highway upgrade to facilitate new business or residential developments?

Answer:

I am advised:

Yes, Transport for NSW advises the facilitation of new business or residential developments is driven and influenced by a range of economic, social and amenity factors which are external to the perceived or actual impacts from the proposal.

These factors could include the housing supply and demand, interest rates, economic growth, local amenity and accessibility to employment and social infrastructure.

Question no: 281

281. Can TfNSW advise on the methods being used to ensure a minimal carbon footprint during construction?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 274.

Question no: 282

282. Can TfNSW advise if the design will include features to reduce the risk of bushfire damage to the highway?

Answer:

I am advised:

Yes, Transport for NSW advises within the scope of the upgrade, a number of overhead electrical lines on the highway alignment will be reinstated and recommissioned as underground lines, thereby reducing risk of bushfires along the Great Western Highway alignment.

Question no: 283

283. Can TfNSW advise on any improvements to bus stops or shelters along the highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 250.

Question no: 284

284. Can TfNSW advise if there will be upgrades to lighting along the highway for better nighttime visibility?

Answer:

I am advised:

Yes, Transport for NSW advises lighting will no longer be obstructed by overhead electrical lines as a number of these lines will be rerouted underground as part of the upgrade.

Question no: 285

285. Can TfNSW advise on any changes to access points for local residents during and after construction?

Answer:

I am advised:

Yes, Transport for NSW advises access points for local residents will be adjusted as the construction of the upgrade progresses along the alignment.

Once completed, access points for local residents will be restored.

Question no: 286

286. Can TfNSW advise on the plans for handling increased traffic demands during holiday seasons?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 277.

Question no: 287

287. Can TfNSW advise on whether the construction will use local materials and resources?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrade is utilising local labour resources and local companies, wherever possible.

Question no: 288

288. Can TfNSW advise if the upgrade will affect any existing cycling routes in the area?

Answer:

I am advised:

Yes, Transport for NSW advises closures for active transport routes within Medlow Bath are yet to be finalised. Transport for NSW will keep the community informed.

Question no: 289

289. Can TfNSW advise how disruptions to the local ecosystem will be mitigated?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 236.

Question no: 290

290. Can TfNSW advise if the highway upgrade will be resilient to future climate change impacts?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrade has considered potential future factors including, potential impacts on peak flows of further development and other climate change risks.

Question no: 291

291. Can TfNSW advise on opportunities for local workforce training and up skilling as part of the project?

Answer:

I am advised:

Yes, Transport for NSW advises the contractor must meet the Infrastructure Skills Legacy Program (ISLP) targets as set out in the NSW Procurement Board Direction PBD 2023-01 - Skills, training and diversity in construction.

Question no: 292

292. Can TfNSW advise if there will be any improvements to connectivity with other major roads?

Answer:

I am advised:

Yes, Transport for NSW advises whilst the upgrade is being carried out along the Great Western Highway corridor, it forms part of an essential connection between Sydney and the Castlereagh, Mid-Western and Mitchell highways.

Question no: 293

293. Can TfNSW advise on the inclusion of technology for monitoring road conditions and traffic?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 268.

Question no: 294

294. Can TfNSW advise on the expected impact on local emergency services during the upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 239.

Question no: 295

295. Can TfNSW advise how traffic flow will be improved at busy intersections?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrade will include new traffic lights and turning lanes at the intersection of Bellevue Crescent and the Great Western Highway, which will improve road safety and accessibility for local traffic.

Additionally, by delivering a dual carriageway in each direction, this will create greater capacity to allow for more consistent traffic flow during peak traffic conditions.

Question no: 296

296. Can TfNSW advise on how the design will take into account the unique geological features of the Blue Mountains?

Answer:

I am advised:

Yes, Transport for NSW advises local geological features have been considered as part of the pavement and subgrade designs, as no extensive cuttings are required.

Question no: 297

297. Can TfNSW advise if there are contingency plans for unforeseen archaeological discoveries during construction?

Answer:

I am advised:

Yes, Transport for NSW advises that in the event of unexpected archaeological resources being identified during the upgrade, all work in the affected area will cease. The area will then be cordoned off, and Heritage NSW will be notified, in accordance with Section 146 of the Heritage Act 1977.

Question no: 298

298. Can TfNSW advise on how the upgrade will improve access for the disabled and those with mobility issues?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrade includes several accessibility improvements at and adjacent to Medlow Bath Station.

The new pedestrian bridge will feature a ramp and lifts to provide safe and compliant access across the Great Western Highway. It will link to new lifts from an existing overpass which will also provide access to the station platform.

A new compliant footpath will also provide access along Railway Parade connecting to three accessible parking spaces, one near the lift to the station platform, and two additional spaces near the station.

Question no: 299

299. Can TfNSW advise if any improvements to signage along the highway are planned?

Answer:

I am advised:

Yes, Transport for NSW advises all appropriate and required signage will be installed as part of the upgrade.

Question no: 300

300. Can TfNSW advise on what specific economic growth is anticipated in the Medlow Bath area as a result of the upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to responses to Supplementary Questions 246.

Question no: 301

301. Can TfNSW advise on the provisions made for future expansion or additional upgrades?

Answer:

I am advised:

Yes, Transport for NSW advises the dual carriageway currently under construction is expected to adequately cater for growth along the corridor.

Question no: 302

302. Can TfNSW advise if the upgrade will involve improvements to existing tunnels or bridges?

Answer:

I am advised:

Yes, Transport for NSW advises the upgrade does not include any upgrades to existing bridges or tunnels which carry motorists.

Question no: 303

303. Can TfNSW advise on how the project will be phased to minimise impact on peak traffic periods?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 257.

Question no: 304

304. Can TfNSW advise on the measures in place to prevent soil erosion during construction?

Answer:

I am advised:

Yes, Transport for NSW advises a Soil and Water Management Plan has been prepared which identifies all reasonably foreseeable risks relating to soil erosion and water pollution and describes how these risks will be addressed during construction.

Further information is publicly available on the Transport for NSW website.

Question no: 305

305. Can TfNSW advise on the projected reduction in travel time for commuters due to the Singleton Bypass?

Answer:

I am advised:

Yes, Transport for NSW advises travel time savings for through traffic which switches from the New England Highway to the Singleton Bypass are forecast to range from around six minutes to nine minutes in 2026 and 2036, respectively.

Further information is publicly available on the Transport for NSW website.

Question no: 306

306. Can TfNSW advise on the expected impact on local businesses from increased traffic flow?

Answer:

I am advised:

Yes, Transport for NSW advises the proposal may impact local businesses as a result of the temporary increases in travel times during construction.

Further information is publicly available on the Transport for NSW website.

Question no: 307

307. Can TfNSW advise on the estimated long-term savings in vehicle operating costs following the completion of the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises that based on a total evaluation period of 36 years, vehicle operating cost savings are estimated to be \$30 million, which accounted for five per cent of the total estimated benefits.

Question no: 308

308. Can TfNSW advise on how the bypass will affect property values in the surrounding areas?

Answer:

I am advised:

Yes, Transport for NSW advises property values are driven and influenced by a range of economic, social and amenity factors which are external to the perceived or actual impacts from the proposal.

These factors include the housing supply and demand, interest rates, economic growth, local amenity and accessibility to employment and social infrastructure.

Question no: 309

309. Can TfNSW advise on the expected reduction in accident rates after the Singleton Bypass is operational?

Answer:

I am advised:

Yes, Transport for NSW advises there will be an expected reduction due to a reduced traffic volume of traffic in town as well as the increased availability of walking and cycling infrastructure to support active transport trips within town.

The Singleton Bypass is expected to divert traffic to the bypass and aims to reduce fatality and serious injury crash rates across the project area.

Question no: 310

310. Can TfNSW advise on the types of safety features that will be included in the Singleton Bypass design?

Answer:

I am advised:

Yes, Transport for NSW advises the design and construction of the Singleton Bypass will be carried out in accordance with the relevant design standards.

Question no: 311

311. Can TfNSW advise on the expected impact on emergency response times within the region post-bypass completion?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 305.

Question no: 312

312. Can TfNSW advise on the forecasted economic growth in Singleton as a result of the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises the Singleton Bypass will deliver a new section of highway west of Singleton across the floodplain which will improve traffic flow and travel times for freight and general traffic along the New England Highway travelling through Singleton as well as improve the amenity of the Singleton town centre by removing significant amounts of through traffic.

Once the bypass is open to traffic, it will generate long term benefits through improved economic connectivity and freight efficiency.

Question no: 313

313. Can TfNSW advise on how the bypass might influence the development of new businesses in the area?

Answer:

I am advised:

Yes, Transport for NSW is collaborating with Singleton Council on an integrated transport plan which identifies in-town opportunities which will facilitate opportunities for new businesses particularly along George Street.

Question no: 314

314. Can TfNSW advise on any job creation figures during and after the construction of the Singleton Bypass?

Answer:

I am advised:

Yes, Transport for NSW advises the project will support more than 1300 jobs during major construction work and will add to the region's economic growth.

Question no: 315

315. Can TfNSW advise on the expected environmental benefits from reduced congestion in Singleton's town centre?

Answer:

I am advised:

Yes, Transport for NSW advises they are working with Singleton Council on place planning initiatives for Singleton after the completion of the bypass. These initiatives will identify opportunities for increasing the tree canopy along the main streets, which will have increased environmental benefits associated with green space planning.

When the bypass is completed, the reduced congestion will improve traffic flow and travel times for freight and general traffic travelling along the New England Highway through Singleton.

The reduction of congestion is expected to have a range of environmental benefits including:

- A decrease in the number and duration of maximum noise events along the existing New England Highway
- A projected reduction in vehicles would potentially result in a reduction in vehicle emissions and associated ground level concentrations.

Question no: 316

316. Can TfNSW advise on the bypass's role in improving regional connectivity and its economic implications?

Answer:

I am advised:

Yes, Transport for NSW advises the Singleton Bypass will improve travel times between the Upper Hunter and Lower Hunter and through to Newcastle, removing existing traffic congestion during peak times and subsequently reducing travel and transport costs.

As outlined in the Singleton Bypass' Review of Environmental Factors, once the bypass is open to traffic, it will generate long term benefits through improved economic connectivity and freight efficiency.

Question no: 317

317. Can TfNSW advise on measures taken to ensure the safety of construction workers during the bypass building?

Answer:

I am advised:

Yes, Transport for NSW advises the construction contractor is required to have a corporate work health and safety management system which complies with the relevant Work, Health and Safety (WHS) legislation and is in accordance with the NSW Government WHS Management Guidelines.

Construction activities are required to be undertaken to comply with WHS legislation, to ensure protection of persons, property, and the environment.

Question no: 318

318. Can TfNSW advise on the anticipated changes in air quality due to altered traffic patterns?

Answer:

I am advised:

Yes, Transport for NSW advises the operation of the Singleton Bypass is expected to reduce traffic numbers and congestion; including the number of heavy vehicles driving through Singleton. This would result in an improvement of traffic flow and travel times. The reduction in vehicle numbers and congestion would potentially result in a reduction in vehicle emissions and associated ground level concentrations.

Question no: 319

319. Can TfNSW advise on the potential for the bypass to open up new markets for local producers?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 312.

Question no: 320

320. Can TfNSW advise on the expected increase in tourism and its economic impact due to improved accessibility from the Singleton Bypass?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 312.

Question no: 321

321. Can TfNSW advise on how the bypass will affect freight and logistics efficiency in the region?

Answer:

I am advised:

Yes, Transport for NSW advises travel time savings for through traffic which switch from the New England Highway to the bypass are forecast to range from approximately six minutes to nine minutes in 2026 and 2036, respectively.

The Singleton Bypass will avoid five sets of traffic lights in Singleton's CBD and remove around 15,000 vehicles a day from the town centre. The improvements in the efficiency and reliability of these transport networks would likely result in increased productivity, reduced costs, and broader economic benefits for the freight industry and other workforces.

Question no: 322

322. Can TfNSW advise on any anticipated reduction in maintenance costs for existing roads due to diverted traffic?

Answer:

I am advised:

Yes, Transport for NSW advises that it is expected that the overall maintenance costs of existing roads will reduce as a result of traffic diverting to the Singleton Bypass.

Question no: 323

323. Can TfNSW advise on the strategy for minimising disruptions to local traffic during the construction phase?

Answer:

I am advised:

Yes, Transport for NSW advises construction vehicles will access the construction corridor via arterial roads wherever possible. Also, where practical, heavy vehicle movements will be outside the traffic peak hours to minimise impacts on the existing road network.

A detailed Construction Traffic Management Plan will be prepared in accordance with the Traffic Control at Work Sites Manual.

Question no: 324

324. Can TfNSW advise on the projected increase in traffic capacity the bypass will accommodate?

Answer:

I am advised:

Yes, Transport for NSW advises the traffic volumes are anticipated to increase across the next 25 years.

The Singleton Bypass is designed to accommodate the anticipated increase in traffic and will improve the movement of freight and journeys for current and future traffic demands. The bypass will be designed to allow for a future duplication, if required.

Question no: 325

325. Can TfNSW advise on the safety protocols implemented to handle increased speeds on the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises the design and construction of the Singleton Bypass will be carried out for the predicted speeds on the bypass and in accordance with the relevant design standards.

Question no: 326

326. Can TfNSW advise on the potential for the Singleton Bypass to reduce carbon emissions from idling vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Quest 1601ion 318.

Question no: 327

327. Can TfNSW advise on how the bypass might improve public transportation options and efficiency?

Answer:

I am advised:

Yes, Transport for NSW advises the Singleton Bypass will improve travel times between the Upper Hunter and Lower Hunter and through to Newcastle, by removing existing traffic congestion during peak times, subsequently reducing travel times.

The reduction of 15,000 vehicles per hour from the centre of town will remove the current splitting of the town and should provide additional capacity for vehicles completing more local trips.

Question no: 328

328. Can TfNSW advise on the plans to educate drivers about the new road layout to ensure safety?

Answer:

I am advised:

Yes, Transport for NSW advises it will keep the community informed as the delivery of the Singleton Bypass progresses.

Question no: 329

329. Can TfNSW advise on the impact of the Singleton Bypass on local wildlife and measures to mitigate any risks?

Answer:

I am advised:

Yes, Transport for NSW advises the delivery of the Singleton Bypass is expected to impact around 42.89 hectares of native vegetation and up to 101 hollow-bearing trees, which act as habitat.

However, the actual extent of work within this area is expected to impact a smaller footprint as measures to mitigate these impacts are identified during construction. These measures to mitigate the risk to wildlife include refined impact areas through detailed design, habitat replacement, securing biodiversity offsets, and installation of an aerial fauna crossing.

Question no: 330

330. Can TfNSW advise on the potential for the bypass to facilitate better access to healthcare and emergency services?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 305.

Question no: 331

331. Can TfNSW advise on how the Singleton Bypass could support the growth of the regional economy?

Answer:

I am advised:

Yes, Transport for NSW advises it is collaborating with Singleton Council on an integrated transport plan which identifies in-town opportunities which will facilitate opportunities for growing businesses within Singleton that contribute to the overall regional economy.

Supporting more than 1300 jobs during major work, the project will add significantly to the region's economic growth. The project is jointly funded by the Australian and NSW governments, the \$700 million bypass is Singleton's biggest infrastructure project.

Question no: 332

332. Can TfNSW advise on how the bypass will ensure the safety of pedestrians and cyclists?

Answer:

I am advised:

Yes, Transport for NSW advises road safety and amenity will be improved, with the removal of around 15,000 vehicles a day from the town centre.

In addition, Transport for NSW is collaborating with Singleton Council on an integrated transport plan which identifies opportunities for increased pedestrian and cycling connectivity across the town, including the existing New England Highway. These opportunities are likely to include increased safe crossing points for people who walk and cycle within town.

The design and construction of the Singleton Bypass will be undertaken in accordance with the relevant design standards including but not limited to the Austroads Design Requirements and Australian Standards for Road Design.

Question no: 333

333. Can TfNSW advise on any studies conducted regarding the expected reduction in traffic noise in residential areas?

Answer:

I am advised:

Yes, Transport for NSW advises it expects the maximum noise events along the existing New England Highway to decrease in both number and duration due to reduced congestion, better alignments and gradients.

Question no: 334

334. Can TfNSW advise on the influence of the bypass on local unemployment rates?

Answer:

I am advised:

Yes, Transport for NSW advises the project will support more than 1,300 jobs during major construction work and will also add significantly to the region's economic growth. Construction of the project would provide increased local employment opportunities which will subsequently inject additional revenue into the local economy.

This may include:

- Increased expenditure at local and regional businesses through purchases
- Direct employment through on-site construction activities
- Direct expenditure associated with on-site construction activities
- Indirect employment and expenditure through the provision of goods and services required for construction.

Question no: 335

335. Can TfNSW advise on the methods used to forecast economic benefits stemming from the Singleton Bypass?

Answer:

I am advised:

Yes, Transport for NSW advises the economic appraisal was carried out in line with the Transport for NSW's Principles and Guidelines for Economic Appraisal of Transport Investment and Initiatives.

Question no: 336

336. Can TfNSW advise on the impact the bypass may have on regional supply chains and distribution networks?

Answer:

I am advised:

Yes, Transport for NSW advises the bypass will improve travel times between the Upper Hunter and Lower Hunter and through to Newcastle, removing existing traffic congestion during peak times and subsequently reducing travel and transport costs.

The Singleton Bypass is anticipated to remove up to 1,500 vehicles per hour (two-way) from the New England Highway through the Singleton town centre. The improvements in the efficiency and reliability of these transport networks would likely result in increased productivity, reduced costs, and broader economic benefits for the freight industry and other workforces.

Question no: 337

337. Can TfNSW advise on the expected improvements in road resilience and reliability as a result of the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises the bypass will improve travel times between the Upper Hunter and Lower Hunter and through to Newcastle, removing existing traffic congestion during peak times and subsequently reducing travel and transport costs.

The provision of the Putty Road interchange will also provide an additional evacuation route to the north of Singleton during peak flood periods.

Question no: 338

338. Can TfNSW advise on the anticipated ease of access for maintenance and emergency vehicles once the bypass is operational?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 305.

Question no: 339

339. Can TfNSW advise on the planned measures to monitor and maintain traffic safety along the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises CCTV is proposed to be installed at key intersections to monitor traffic conditions. As part of ongoing maintenance, the bypass will be regularly inspected to identify any issues.

Question no: 340

340. Can TfNSW advise on the specific design features that will cater to heavy vehicles on the Singleton Bypass?

Answer:

I am advised:

Yes, Transport for NSW advises Singleton bypass is designed to cater for heavy vehicles, including over-size and over-mass vehicles.

Question no: 341

341. Can TfNSW advise on the potential for the Singleton Bypass to serve as a catalyst for technology-driven traffic management?

Answer:

I am advised:

Yes, Transport for NSW advises it is continuing to transform its systems technology to benefit all customers using transport networks across NSW, by managing networks more dynamically and prioritising different modes of transport at different times and locations, according to local movement and place objectives and changing needs.

Question no: 342

342. Can TfNSW advise on the projected savings for the local government in terms of road repairs and infrastructure maintenance?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 322.

Question no: 343

343. Can TfNSW advise on the extent to which the bypass will alleviate peak hour congestion in the main traffic arteries?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 305.

Question no: 344

344. Can TfNSW advise on the procedures in place to ensure the Singleton Bypass remains safe during extreme weather conditions?

Answer:

I am advised:

Yes, Transport of NSW advises the main alignment of the Singleton bypass has been designed to be above the one per cent Annual Exceedance Probability (1 in 100-year average recurrence interval) flood event, with the exception of the connection points on the existing New England Highway at the southern connection and Putty Road.

Question no: 345

345. Can TfNSW advise on the potential impact of the bypass on reducing logistics and transportation costs for businesses?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 336.

Question no: 346

346. Can TfNSW advise on the estimated time savings for inter-city travel as a result of the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 305.

Question no: 347

347. Can TfNSW advise on how the Singleton Bypass may enhance the quality of life for local residents?

Answer:

I am advised:

Yes, Transport for NSW advises the delivery of the Singleton Bypass will have a number of benefits on the quality of life for local residents including the region's economic growth and environmental benefits.

The Singleton Bypass is anticipated to remove up to 1,500 vehicles per hour (two-way) from the New England Highway through the Singleton town centre. The improvements in the efficiency and reliability of these transport networks will likely result in increased

productivity, reduced costs, and broader economic benefits for the freight industry and other workforces.

Transport for NSW is also collaborating with Singleton Council on an integrated transport plan that identifies in-town opportunities which will facilitate opportunities for growing businesses within Singleton that contribute to the overall regional economy. When the bypass is completed, the reduced congestion will improve traffic flow and travel times for freight and general traffic travelling along the New England Highway through Singleton.

The reduction of congestion is also expected to have a range of environmental benefits, with Transport for NSW working with Singleton Council on place planning initiatives to identify opportunities for increasing the tree canopy along the main streets, which will have increased environmental benefits associated with green space planning.

Question no: 348

348. Can TfNSW advise on the strategies to address any potential increase in road traffic noise for nearby residents of the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises it expects the maximum noise events along the existing New England Highway will decrease in number and duration due to reduced congestion and traffic.

Strategies to address any potential increase in road traffic noise for nearby residents of the bypass include permanent noise barriers, pavement selection, and feasible/reasonable property noise treatments.

Question no: 349

349. Can TfNSW advise on the forecasted return on investment for the Singleton Bypass project?

Answer:

I am advised:

Yes, Transport for NSW advises this information is Cabinet-in-confidence.

Question no: 350

350. Can TfNSW advise on the projected growth in commercial property demand as a result of improved traffic conditions?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 308.

Question no: 351

351. Can TfNSW advise on the training programs in place for local workforce development related to the bypass construction?

Answer:

I am advised:

Yes, Transport for NSW advises the contractor must meet the Infrastructure Skills Legacy Program (ISLP) targets as set out in the NSW Procurement Board Direction PBD 2023-01 - Skills, training and diversity in construction.

Question no: 352

352. Can TfNSW advise on the estimated reduction in wear and tear on local roads once the bypass diverts heavy traffic?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 322.

Question no: 353

353. Can TfNSW advise on the impact of the bypass on reducing travel-related stress for daily commuters?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 309.

Question no: 354

354. Can TfNSW advise on the procedures for ongoing road safety audits for the Singleton Bypass?

Answer:

I am advised:

Yes, Transport for NSW advises road safety audits will be carried out during the design and prior to opening of the Singleton Bypass.

Question no: 355

355. Can TfNSW advise on how the bypass will comply with national road safety standards?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 310.

Question no: 356

356. Can TfNSW advise on the measures taken to safeguard wildlife corridors during and after the construction of the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises clearing will be minimised during both the detailed design and construction phases of the project.

Further information around safeguards can be found in the Singleton Bypass Review of Environmental Factors.

Question no: 357

357. Can TfNSW advise on the expected improvements in local air quality metrics with the bypass in operation?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 318.

Question no: 358

358. Can TfNSW advise on the potential for the bypass to reduce incident response times for emergency vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 305.

Question no: 359

359. Can TfNSW advise on how the bypass design will accommodate future increases in traffic volume?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 324.

Question no: 360

360. Can TfNSW advise on the impact of the bypass on the local agricultural sector and access to markets?

Answer:

I am advised:

Yes, Transport for NSW advises travel time savings for through traffic which will switch from the New England Highway to the bypass are forecast to range from approximately six minutes to nine minutes in 2026 and 2036, respectively.

The Singleton Bypass would occupy around 0.006 per cent of land used for agricultural purposes within the Singleton Local Government Area (LGA) and therefore have minimal impact on the agricultural sector within Singleton.

Question no: 361

361. Can TfNSW advise on the role of the Singleton Bypass in regional disaster management and evacuation planning?

Answer:

I am advised:

Yes, Transport for NSW advises the New England Highway is a key freight corridor and is used as a key incident response route and evacuation route during emergencies.

The Putty Road interchange will provide an additional early evacuation route to the north when the town centre experiences flooding.

Question no: 362

362. Can TfNSW advise on the anticipated benefits for public transit systems, including buses, as a result of the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 305.

Question no: 363

363. Can TfNSW advise on the economic impact analysis performed to justify the investment in the Singleton Bypass?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 349.

Question no: 364

364. Can TfNSW advise on the implications of the bypass for local traffic law enforcement and safety monitoring?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the Minister for Police and Counter-terrorism.

Question no: 365

365. Can TfNSW advise on the expected lifespan of the Singleton Bypass and its long-term economic benefits?

Answer:

I am advised:

Yes, Transport for NSW advises traffic volumes are predicted to increase in the next 25 years. The planned bypass of Singleton is designed to accommodate the predicted increase in traffic and will improve the movement of freight and journeys for current and future traffic demands.

Question no: 366

366. Can TfNSW advise on the projected impact of the bypass on local industry competitiveness?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 312.

Question no: 367

367. Can TfNSW advise on the mitigation strategies for potential construction phase impacts on local traffic and businesses?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 323.

Question no: 368

368. Can TfNSW advise on the influence of the Singleton Bypass on attracting new investments to the region?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 312.

Question no: 369

369. Can TfNSW advise on the expected reduction in heavy vehicle traffic through Singleton's town centre?

Answer:

I am advised:

Yes, Transport for NSW advises the bypass is estimated to reduce heavy-vehicle traffic through town by up to 70 per cent.

Question no: 370

370. Can TfNSW advise on the enhanced capacity for pedestrian and cycle networks due to reduced town centre traffic?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 332.

Question no: 371

371. Can TfNSW advise on the bypass's contribution to the overall strategic transport plan for the region?

Answer:

I am advised:

Yes, Transport for NSW is developing a Strategic Regional Integrated Transport Plan for the Hunter Region. The bypass is recognised as a key enabler of place outcomes within the Singleton town centre, as well as how the bypass contributes to the safe and efficient movement of freight through the Upper Hunter area.

Question no: 372

372. Can TfNSW advise on the improvements to overall travel experience for drivers using the Singleton Bypass?

Answer:

I am advised:

Yes, Transport for NSW advises the bypass will improve travel times between the Upper Hunter and Lower Hunter and through to Newcastle, removing existing traffic congestion during peak times and subsequently reducing travel and transport costs.

The bypass will remove the need to pass through five sets of traffic signals through town and will provide for a more reliable journey.

Travel time savings for through traffic which will switch from the New England Highway to the bypass are forecast to range from approximately six minutes to nine minutes in 2026 and 2036, respectively.

Question no: 373

373. Can TfNSW advise on the measures to ensure the Singleton Bypass does not become a new bottleneck?

Answer:

I am advised:

Yes, Transport for NSW advises a traffic assessment has modelled the impact of the proposal. The bypass is proposed to remove up to 1,500 vehicles per hour from Singleton

in the morning peak, and up to 1,250 vehicles per hour in the afternoon peak. Moving these vehicles from the road network within Singleton to the bypass is expected provide additional capacity for vehicles completing more local trips and should provide greater amenity within the town centre.

The planned bypass of Singleton is designed to accommodate the predicted increase in traffic and will improve the movement of freight and journeys for current and future traffic demands. The bypass will be designed to allow for a future duplication if required.

Question no: 374

374. Can TfNSW advise on the protocols for accident management and response on the Singleton Bypass?

Answer:

I am advised:

Yes, Transport for NSW advises this information will be available at a later date.

Question no: 375

375. Can TfNSW advise on the anticipated changes in regional development patterns as a consequence of the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 312.

Question no: 376

376. Can TfNSW advise on the consultation process with local communities regarding the bypass's economic and safety benefits?

Answer:

I am advised:

Yes, Transport for NSW advises it has prepared a Singleton Bypass Review of Environmental Factors for the New England Highway bypass of Singleton, which involved consultation with the local community and other key stakeholders.

Question no: 377

377. Can TfNSW advise on the potential for the Singleton Bypass to reduce insurance costs for drivers due to improved safety?

Answer:

I am advised:

Yes, Transport for NSW advises that once the Singleton bypass is complete, road safety and amenity will be improved, with the estimated reduction of 15,000 vehicles a day from the centre of town.

Question no: 378

378. Can TfNSW advise on the role of the bypass in supporting wider economic development objectives for New South Wales?

Answer:

I am advised:

Yes, Transport for NSW advises the construction of the Singleton Bypass will assist the NSW Government in achieving a number of goals identified in the Future Transport Strategy, as it will improve connectivity of communities and industries, improve freight connections to markets, and provide better links between the Upper Hunter, New England and Newcastle regions.

Question no: 379

379. Can TfNSW advise on the expected improvements in connectivity between Singleton and neighbouring towns and cities?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Questions 305 and 321.

Question no: 380

380. Can TfNSW advise on the total allocated budget for the Road Block Grants program for the current financial year?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on the Transport for NSW website.

Question no: 381

381. Can TfNSW advise on how much of the Road Block Grants program budget was underspent last quarter?

Answer:

I am advised:

Yes, Transport for NSW advises there was no underspend in the last quarter.

Question no: 382

382. Can TfNSW advise if the underspend on the Road Block Grants program will be reallocated to the next financial year?

Answer:

I am advised:

Yes, Transport for NSW advises that under the funding deed, unspent Block Grant Funding cannot be reallocated to another financial year.

Question no: 383

383. Can TfNSW advise on the primary causes of the capital underspend in the Road Block Grants program?

Answer:

I am advised:

Yes, Transport for NSW advises the Regional Road Block Grants is operational expenditure funding. There is no capital expenditure underspend.

Question no: 384

384. Can TfNSW advise how the underspend might affect the progress of ongoing road projects?

Answer:

I am advised:

Yes, Transport for NSW advises the Regional Road Block Grant funding is provided to Local Government to carry out maintenance activities on Council regional road networks. The funding is not allocated to specific projects.

Question no: 385

385. Can TfNSW advise on any projected underspends in the Road Block Grants program for the coming quarter?

Answer:

I am advised:

Yes, Transport for NSW advises there is no underspend relevant to this question.

Question no: 386

386. Can TfNSW advise on the impact of underspend on the maintenance of existing road infrastructure?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 387

387. Can TfNSW advise how much of the underspend will affect rural vs urban road projects?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 388

388. Can TfNSW advise on measures taken to mitigate the risks of future underspends in the program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 389

389. Can TfNSW advise on whether the underspend has impacted employment within the road construction sector?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 390

390. Can TfNSW advise on the percentage of the Road Block Grants that remains unused this year?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 391

391. Can TfNSW advise on how underspend figures compare with previous years?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 392

392. Can TfNSW advise on whether there are any penalties for consistent underspending in the program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 393

393. Can TfNSW advise on the process for redistributing unused funds from the Road Block Grants program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 394

394. Can TfNSW advise on any adjustments made to the program in response to the underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 395

395. Can TfNSW advise if any projects were delayed or cancelled due to the underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 396

396. Can TfNSW advise how underspends are reported to the government and the public?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 397

397. Can TfNSW advise on the accuracy of the forecasting for the Road Block Grants program budget?

Answer:

I am advised:

Yes, Transport for NSW advises the forecasts reflect the payment schedule of the biannual payments to Councils.

Question no: 398

398. Can TfNSW advise on how community feedback is incorporated into addressing underspend issues?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 399

399. Can TfNSW advise on how the underspend has affected the timeline of strategic road initiatives?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 400

400. Can TfNSW advise if there are any contingencies in place for unexpected underspend situations?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 401

401. Can TfNSW advise on the role of local councils in managing the underspend within the program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 402

402. Can TfNSW advise how the underspend affects the overall transportation strategy of New South Wales?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 403

403. Can TfNSW advise if there are any specific road safety implications due to the underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 404

404. Can TfNSW advise how they plan to improve capital expenditure tracking for the Road Block Grants program?

Answer:

I am advised:

Yes, Transport for NSW advises the Regional Road Block Grants is not capital expenditure. All expenditure is operational for routine maintenance activities.

Question no: 405

405. Can TfNSW advise on how the underspend correlates with the overall state infrastructure budget?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 406

406. Can TfNSW advise on the transparency measures in place regarding the underspend in the program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 407

407. Can TfNSW advise on whether any external audits have been conducted to assess the causes of underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 408

408. Can TfNSW advise on the efficiency of the procurement process for the Road Block Grants program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 409

409. Can TfNSW advise on how often financial reviews are conducted for the Road Block Grants program?

Answer:

I am advised:

Yes, Transport for NSW advises the administration of the Regional Road Block Grant includes an bi-annual process including calculating allocations and reconciling Council expenditure against that allocation.

Question no: 410

410. Can TfNSW advise if there are any training programs to enhance budget management for the Road Block Grants?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 411

411. Can TfNSW advise on the impact of inflation on the budget and the related underspend of the Road Block Grants?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 412

412. Can TfNSW advise on how stakeholder engagement is affected by the underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 413

413. Can TfNSW advise if there is a strategic plan to repurpose underspend towards other critical infrastructure projects?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 414

414. Can TfNSW advise on the procedures for councils to report underspend in their allocated Road Block Grants?

Answer:

I am advised:

Yes, Transport for NSW advises the Regional Road Block Grant Agreement includes clauses specifically related to payment and expenditure of the grant as well as reporting requirements.

Question no: 415

415. Can TfNSW advise on how often underspend figures are reassessed and updated?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 416

416. Can TfNSW advise if there have been any policy changes due to the trends in underspending?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 417

417. Can TfNSW advise on the role of technology in managing and tracking the program's finances?

Answer:

I am advised:

Yes, Transport for NSW advises the administration of all funding and payments is carried out through an internal corporate financial management system.

Question no: 418

418. Can TfNSW advise on the impact of underspend on partnerships with private sector road contractors?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 419

419. Can TfNSW advise if the underspend has resulted in any renegotiation of contracts or grant terms?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 420

420. Can TfNSW advise on how underspend impacts long-term road infrastructure planning?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 421

421. Can TfNSW advise if any of the underspent funds have been directed towards emergency road repairs or incidents?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 422

422. Can TfNSW advise on how they communicate underspend issues to the Minister for Transport and Regional Roads?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 423

423. Can TfNSW advise on the expected outcomes if the underspend continues over multiple years?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 424

424. Can TfNSW advise if there is a pattern in which types of road projects most frequently experience underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 425

425. Can TfNSW advise on whether the underspend affects federal funding contributions to NSW road projects?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 426

426. Can TfNSW advise if the underspend has had any direct effects on road users and the general public?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 427

427. Can TfNSW advise on how they ensure that underspend does not compromise road quality and safety standards?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 428

428. Can TfNSW advise if there have been any specific regional impacts due to the underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 429

429. Can TfNSW advise on the steps being taken to improve the fiscal management of the Road Block Grants program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 385.

Question no: 430

430. Can TfNSW advise on the total amount of capital initially allocated to the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises the total funding available for the Fixing Country Rail program was \$400 million via Restart NSW, including \$95.9 million in the 2023-24 Budget. At this time, no decisions have been made to allocate further funding for this program. There are no underspends for projects under the program.

Transport for NSW periodically reviews the pipeline of projects and keeps stakeholders informed via the program website.

Question no: 431

431. Can TfNSW advise on the current remaining budget for the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 432

432. Can TfNSW advise how much was underspent on the Fixing Country Rail program in the last financial year?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 433

433. Can TfNSW advise if there are any plans to reallocate the underspent funds from the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 434

434. Can TfNSW advise on the primary reasons for the underspend in the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 435

435. Can TfNSW advise how the underspend has affected project timelines for the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 436

436. Can TfNSW advise on any specific projects within the Fixing Country Rail program that experienced the most significant underspending?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 437

437. Can TfNSW advise if the underspend will impact future funding rounds for the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 438

438. Can TfNSW advise on measures being taken to prevent future underspends in the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 439

439. Can TfNSW advise how the underspend figures compare to the previous years in the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 440

440. Can TfNSW advise if the underspend has resulted in any cost savings for the government or taxpayers?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 441

441. Can TfNSW advise how underspending might affect the scope of works planned in the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 442

442. Can TfNSW advise if any projects were cancelled or deferred due to the underspend in the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 443

443. Can TfNSW advise on the impact of the underspend on regional communities expecting improvements from the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 444

444. Can TfNSW advise if there is a strategy in place to reallocate underspent funds to other critical transport projects?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 445

445. Can TfNSW advise how the underspend affects the maintenance and upgrade schedules within the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 446

446. Can TfNSW advise on the process for reviewing and reporting underspend in the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 447

447. Can TfNSW advise if any new projects have been proposed to utilise the underspent funds?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 448

448. Can TfNSW advise how much of the underspend is due to administrative vs. operational savings?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 449

449. Can TfNSW advise on the role of external contractors in contributing to the underspend within the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 450

450. Can TfNSW advise if there were any unforeseen events that led to the underspend in the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 451

451. Can TfNSW advise on how underspending might affect the reliability and safety targets of the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 452

452. Can TfNSW advise if there will be any supplemental budget requests to cover the underspend areas in the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 453

453. Can TfNSW advise on the accountability measures in place for managing the Fixing Country Rail program budget?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 454

454. Can TfNSW advise how they plan to communicate the underspend and its implications to stakeholders involved in the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 455

455. Can TfNSW advise on the percentage of the total budget that the underspend represents in the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 456

456. Can TfNSW advise if the underspend will lead to reductions in future funding for the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 457

457. Can TfNSW advise how this underspend compares to other similar infrastructure programs in terms of budget management?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 458

458. Can TfNSW advise if there were any specific areas or line items that were overfunded, contributing to the overall underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 459

459. Can TfNSW advise on the timeline for reallocating or reinvesting the underspent funds within the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 460

460. Can TfNSW advise on the procedures for monitoring and controlling expenditures in the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 461

461. Can TfNSW advise if any funds from the underspend are being held in reserve for unexpected expenses in the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 462

462. Can TfNSW advise how underspending might affect contractor and supplier relationships within the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 463

463. Can TfNSW advise on how they ensure fiscal responsibility while managing the Fixing Country Rail program funds?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 464

464. Can TfNSW advise if there has been any community feedback regarding the underspend and the progress of the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 465

465. Can TfNSW advise on the financial penalties, if any, for failing to meet the budgetary expectations of the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 466

466. Can TfNSW advise if the underspend will require changes to the initial project scope of the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 467

467. Can TfNSW advise if there are any contingency plans for the unspent funds that could ensure the acceleration of future stages of the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 468

468. Can TfNSW advise on how they assess the cost-effectiveness of projects within the Fixing Country Rail program in light of the underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 469

469. Can TfNSW advise if there have been any internal or external audits conducted due to the underspend in the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 470

470. Can TfNSW advise on the success rate of completed projects under the Fixing Country Rail program in relation to the underspent budget?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 471

471. Can TfNSW advise how the underspend has influenced the overall strategic objectives of the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 472

472. Can TfNSW advise on the potential for reallocating the underspend to improve technology and innovation within the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 473

473. Can TfNSW advise if there's an opportunity for underspent funds to be directed towards sustainability initiatives within the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 474

474. Can TfNSW advise how the underspend impacts the expected completion dates of all current projects under the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 475

475. Can TfNSW advise if the underspend has had any impact on the employment opportunities generated by the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 476

476. Can TfNSW advise on the potential long-term effects of the underspend on infrastructure development within the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 477

477. Can TfNSW advise if any financial incentives or bonuses were affected by the underspend in the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 478

478. Can TfNSW advise on how they plan to adjust project management approaches to avoid future underspends?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 479

479. Can TfNSW advise on the impact of the underspend on the overall transport strategy for rural and regional areas within the scope of the Fixing Country Rail program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 430.

Question no: 480

480. Can TfNSW advise on the current level of capital underspend for the Fixing Local Roads program this financial year?

Answer:

I am advised:

Yes, Transport for NSW advises there is no underspend for the Fixing Local Roads program as all funds have been fully allocated to council and program management expenses.

Question no: 481

481. Can TfNSW advise if the underspend on the Fixing Local Roads program has increased compared to the last financial year?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 482

482. Can TfNSW advise how much of the allocated budget for the Fixing Local Roads program has not been spent to date?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 483

483. Can TfNSW advise on the primary reasons for the capital underspend in the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises the Fixing Local Roads program is operational expenditure funding. There is no capital expenditure underspend.

Question no: 484

484. Can TfNSW advise what measures are being taken to address the underspend in the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 485

485. Can TfNSW advise if the underspend will affect the program's completion deadlines?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 486

486. Can TfNSW advise how the underspend might impact future funding allocations for the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises the Fixing Local Roads program is fully allocated. At this time, no decisions have been made regarding the future of this program.

Question no: 487

487. Can TfNSW advise if there are any plans to reallocate the underspent funds within the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 488

488. Can TfNSW advise how the underspend has affected the scope of the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 489

489. Can TfNSW advise on the impact of the underspend on contractor engagements for the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 490

490. Can TfNSW advise if the underspend is due to lower-than-expected project costs or other factors?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 491

491. Can TfNSW advise what steps are being taken to improve the financial forecasting for the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises it provides both training and support for financial forecasting.
Transport for NSW adopts a process of continuous improvement and aims to improve processes and functions throughout the life of the program.

Question no: 492

492. Can TfNSW advise if any projects under the Fixing Local Roads program have been delayed due to the underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 493

493. Can TfNSW advise how underspend might affect the maintenance and repair schedules within the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 494

494. Can TfNSW advise whether the underspend has resulted in any road safety concerns within the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 495

495. Can TfNSW advise if there has been a reassessment of priorities within the Fixing Local Roads program due to the underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 496

496. Can TfNSW advise how underspend is reported and managed within the Fixing Local Roads program's budgetary process?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 497

497. Can TfNSW advise if any regions have been more affected by the underspend within the Fixing Local Roads program than others?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 498

498. Can TfNSW advise what portion of the underspend could be attributed to administrative inefficiencies in the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 499

499. Can TfNSW advise on the possibility of accelerating other projects within the Fixing Local Roads program with the underspent funds?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 500

500. Can TfNSW advise if the underspend will result in any end-of-year fiscal adjustments for the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 501

501. Can TfNSW advise on the implications of the underspend for local economies counting on the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 502

502. Can TfNSW advise on any potential penalties or consequences for the underspend in the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 503

503. Can TfNSW advise how they are ensuring that the underspend does not compromise the quality of work in the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 504

504. Can TfNSW advise if any corrective financial measures are being considered for the Fixing Local Roads program underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 505

505. Can TfNSW advise on the potential for the underspend to be used for emergency road repairs under the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 506

506. Can TfNSW advise if community feedback is being sought on the reallocation of underspend within the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 507

507. Can TfNSW advise how the underspend affects the projected outcomes of the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 508

508. Can TfNSW advise on the transparency measures in place for reporting underspend in the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 509

509. Can TfNSW advise if there is a risk of future funding reductions due to the current underspend in the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 510

510. Can TfNSW advise on any strategies to prevent underspend in future iterations of the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 486.

Question no: 511

511. Can TfNSW advise if the underspend has led to any reconsideration of the Fixing Local Roads program's long-term goals?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 486.

Question no: 512

512. Can TfNSW advise on the process for reallocating underspend within the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 486.

Question no: 513

513. Can TfNSW advise if there have been any audit findings related to the underspend in the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 514

514. Can TfNSW advise how the underspend affects partnerships with local councils in the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 515

515. Can TfNSW advise if any additional training or support is being provided to improve budget management within the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises it provides both training and support for budget management.

Transport for NSW adopts a process of continuous improvement and aims to improve processes and functions throughout the life of the program.

Question no: 516

516. Can TfNSW advise on the status of contingency funds within the Fixing Local Roads program in light of the underspend?

Answer:

I am advised:

Yes, Transport for NSW advises the Fixing Local Roads program is fully allocated. There is no contingency allocation under the program.

Question no: 517

517. Can TfNSW advise how they plan to communicate the implications of the underspend to stakeholders involved in the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480

Question no: 518

518. Can TfNSW advise if there is a policy in place for reallocating funds in case of underspend in programs like Fixing Local Roads?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 486.

Question no: 519

519. Can TfNSW advise on how underspend has historically been managed within the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 520

520. Can TfNSW advise if the underspend has impacted employment opportunities within the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 521

521. Can TfNSW advise how frequently financial reviews are conducted for the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises that it carries out financial reviews of the program on a monthly basis.

Question no: 522

522. Can TfNSW advise if there are any specific areas or types of work within the Fixing Local Roads program that have contributed to the underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 523

523. Can TfNSW advise on the process for stakeholders to suggest uses for the underspend within the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 524

524. Can TfNSW advise if there will be an official inquiry into the causes of the underspend in the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 525

525. Can TfNSW advise on the role of technology in tracking and managing budgets to prevent underspend in the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises it uses an internal corporate financial management system to manage program budgets.

Question no: 526

526. Can TfNSW advise if any underspend from the Fixing Local Roads program can be directed towards road safety education initiatives?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 527

527. Can TfNSW advise on the proportion of the underspend that is due to project cancellations within the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 528

528. Can TfNSW advise if they are exploring alternative funding models to mitigate the impact of underspend in the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 529

529. Can TfNSW advise how the underspend will be reflected in the annual report for the Fixing Local Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 480.

Question no: 530

530. Can TfNSW advise on the total allocated budget for the Fixing Country Roads program this financial year?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 531

531. Can TfNSW advise on the current underspend amount for the Fixing Country Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 532

532. Can TfNSW advise if the underspend is due to delays in project implementation?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 533

533. Can TfNSW advise on which specific projects within the Fixing Country Roads program are underfunded?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 534

534. Can TfNSW advise on how the underspend compares to the previous year's budget?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 535

535. Can TfNSW advise on the projected underspend for the next fiscal quarter?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 536

536. Can TfNSW advise on the reasons behind the capital underspend in the Fixing Country Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 537

537. Can TfNSW advise on how underspend impacts the program's deliverables?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 538

538. Can TfNSW advise on whether the underspend will affect future funding for the program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 539

539. Can TfNSW advise on the measures taken to mitigate underspending in the Fixing Country Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 540

540. Can TfNSW advise on the impact of the underspend on road maintenance schedules?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 541

541. Can TfNSW advise on the consequences of underspend for rural communities?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 542

542. Can TfNSW advise on how the underspend is communicated to stakeholders?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 543

543. Can TfNSW advise on the timeline for reallocating the underspend within the program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 544

544. Can TfNSW advise on the likelihood of underspend leading to project cancellations?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 545

545. Can TfNSW advise on how the underspend might affect contractor payments and contracts?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 546

546. Can TfNSW advise on the process for redistributing underspend to other transportation projects?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 547

547. Can TfNSW advise on the policy for carrying over underspend to the next fiscal year?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 548

548. Can TfNSW advise on the criteria used to determine which roads are prioritised despite the underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 549

549. Can TfNSW advise on whether the underspend has prompted any audits or reviews?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 550

550. Can TfNSW advise on the long-term plans to address the cause of underspends?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 551

551. Can TfNSW advise on how underspend influences the strategic planning of the Fixing Country Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 552

552. Can TfNSW advise if any contingency funds are available to cover the underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 553

553. Can TfNSW advise on the role of local governments in addressing the underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 554

554. Can TfNSW advise on the transparency measures regarding underspend for the public?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 555

555. Can TfNSW advise on the effectiveness of current fiscal management practices within the program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 556

556. Can TfNSW advise on any anticipated changes to the program due to underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 557

557. Can TfNSW advise on how underspend affects safety and compliance measures on country roads?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 558

558. Can TfNSW advise on the breakdown of underspend across different regions?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 559

559. Can TfNSW advise on whether there has been an underspend on administrative costs as well as capital?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 560

560. Can TfNSW advise on how the underspend could influence future grant allocations?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 561

561. Can TfNSW advise on the potential for reallocating underspend to emergency road repairs?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 562

562. Can TfNSW advise on how the current economic climate may be affecting the underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 563

563. Can TfNSW advise on the relationship between underspend and project completion rates?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 564

564. Can TfNSW advise on any specific challenges that have led to the underspend this year?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 565

565. Can TfNSW advise on how underspend figures are reported internally?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 566

566. Can TfNSW advise on the procedures in place for monitoring budget expenditures?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 567

567. Can TfNSW advise on how underspend data influences policy-making decisions?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 568

568. Can TfNSW advise on whether underspend has an effect on rural road users' satisfaction levels?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 569

569. Can TfNSW advise on what safeguards are in place to prevent future underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 570

570. Can TfNSW advise on the accountability mechanisms for budget management within the program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 571

571. Can TfNSW advise on whether the underspend will impact the lifespan of current projects?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 572

572. Can TfNSW advise on the comparison of underspend percentages across various transport programs?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 573

573. Can TfNSW advise on historical trends of capital underspend in the Fixing Country Roads program?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 574

574. Can TfNSW advise on the plans to address any negative impacts caused by underspend?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 575

575. Can TfNSW advise on how underspend has affected partnership projects with other entities?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 576

576. Can TfNSW advise on the measures to improve budget utilisation rates?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 577

577. Can TfNSW advise on the community feedback regarding the underspend and its impact?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 578

578. Can TfNSW advise on the potential reallocation of funds to areas with higher spend efficiency?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 579

579. Can TfNSW advise on the expected timeline for resolving the underspend issue?

Answer:

I am advised:

Yes, Transport for NSW advises to refer the response to Supplementary Question 1.

Question no: 580

580. Can TfNSW advise on the current statistics for accidents on the Great Western Highway for the past year?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, there were 414 crashes on Great Western Highway, of which six were fatal crashes and 56 were serious injury crashes.

Question no: 581

581. Can TfNSW advise on how crash rates on the Great Western Highway compare to other major highways?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 582

582. Can TfNSW advise on any identified patterns in the crash data, such as time of day or locations?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, there were 414 crashes on the Great Western Highway. Around 50 per cent (210) of these crashes occurred between 12pm to 8pm, with a maximum 15 per cent of these crashes (63) occurring between 2pm to 4pm.

Two hundred and eighty six of these crashes (69 per cent) were in metropolitan NSW and 128 (31 per cent) were in country NSW.

Around 62 per cent (255) of these crashes occurred on an intersection, of which 25 per cent (148) crashes occurred on a T-junction.

Question no: 583

583. Can TfNSW advise on the percentage of crashes involving heavy freight vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, around nine per cent (37) of the crashes on Great Western Highway involved a heavy vehicle, of which five per cent (20) were injury crashes.

Question no: 584

584. Can TfNSW advise on the impact of adverse weather conditions on crash rates on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, around 69 per cent (285) of the crashes on Great Western Highway occurred during a fine weather, around 18 per cent (74) in rain and 11 per cent (46) during overcast weather.

Question no: 585

585. Can TfNSW advise on the progress of any ongoing safety improvement initiatives on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises safety improvement initiatives being carried out along the Great Western Highway include:

- The duplication of the Great Western Highway, Kelso to Raglan. The duplication will provide safety due to the separation of traffic lanes, and introduction of safer turning movements at intersections within the project length. It will also improve road safety for vulnerable road users with a separated footpath. The project is expected to be completed in December 2023, weather permitting.
- The Kirkconnell project between Bathurst and Lithgow will introduce turning facilities, wide centre line and shoulders along its length. Work started in February 2023 and is expected to be completed mid 2024, weather permitting.
- Vehicle activated curve warning signage has been installed on the Great Western Highway at Mount Victoria.

Question no: 586

586. Can TfNSW advise on the frequency of pedestrian-related incidents on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, 17 crashes on Great Western Highway involved a pedestrian, of which one was a fatal crash and four were serious injury crashes.

Question no: 587

587. Can TfNSW advise on the success of speed enforcement in reducing crash rates?

Answer:

I am advised:

Yes, Transport for NSW advises that locations with speed camera enforcement consistently experience greater reductions in road trauma compared with the rest of the NSW road network, over the same period.

Fixed speed camera locations in NSW experienced a 62 per cent reduction in fatalities and a 48 per cent reduction in injuries compared with a 35 per cent reduction in fatalities and a 29 per cent reduction in injuries across NSW, over the same period.

Red-light speed camera locations in NSW experienced a 79 per cent reduction in fatalities and a 39 per cent reduction in serious injuries compared with a 12 per cent reduction in fatalities and a 0 per cent reduction in serious injuries across NSW, over the same period.

Average speed camera locations in NSW experienced a 53 per cent reduction in fatalities and a 14 per cent reduction in serious injuries from crashes involving a heavy vehicle, compared with a 15 per cent reduction in fatalities and a seven per cent increase in

serious injuries from crashes involving a heavy vehicle across NSW, over the same period.

Question no: 588

588. Can TfNSW advise on the number of crashes that resulted in road closures on the Great Western Highway in the last five years?

Answer:

I am advised:

Yes, Transport for NSW advises a review of available incident data identified 25 crashes which resulted in road closures on the Great Western Highway in the past five years.

Question no: 589

589. Can TfNSW advise on how crash data influences new roadwork planning on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it identifies crash clusters on the road network through crash density modelling which considers the distribution of crashes on the network, the types of crashes, crash severity and land-use.

The crash cluster information is used to assist with the identification of future safety projects on the state road network, including Great Western Highway.

As part of those future safety projects, evidence-based counter measures that are proven to reduce particular road crash types are mitigated by proposing treatments that provide the highest crash reduction factor.

Question no: 590

590. Can TfNSW advise on the correlation between traffic volume and crash frequency?

Answer:

I am advised:

Yes, Transport for NSW advises there is a known relationship between vehicle volumes and crash frequency. Increased travel and users on the road means there is a higher risk and exposure to vehicles having crashes, and therefore having an increased crash frequency.

When there is a higher traffic volume, there is typically an increase in certain crash types, such as rear-end crashes and intersection crashes.

Question no: 591

591. Can TfNSW advise on the most common causes of crashes on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, on the Great Western Highway, 48 crashes occurred where speeding was involved in a crash, 21 crashes where alcohol was involved and 21 crashes where fatigue was involved in a crash.

Question no: 592

592. Can TfNSW advise on the number of crashes on the Great Western Highway involving intoxication or impairment?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, on the Great Western Highway, 21 crashes (five per cent) occurred where alcohol was involved in a crash. Of this, one was a fatal crash and four were serious injury crashes.

Question no: 593

593. Can TfNSW advise on the estimated economic impact of crashes on the Great Western Highway annually?

Answer:

I am advised:

Yes, please refer to the response to Supplementary Question 633.

Question no: 594

594. Can TfNSW advise on the effectiveness of current road signage in preventing accidents?

Answer:

I am advised:

Yes, Transport for NSW advises high visibility operations are more successful to address high risk locations (such as site or route-based enforcement), as they provide motorists with the opportunity to modify their behaviour if necessary.

Covert operations are more useful when aiming to achieve network wide compliance through the unpredictability of anytime, anywhere enforcement. As an example, independent modelling found, all other things being equal, if the Mobile Phone Detection Camera locations were marked with advance warning signs, it would take five years to achieve the same safety benefits that a program without advance warning signs would achieve in one year. The visibility of automated enforcement including signage and the publication of the site-specific enforcement locations will therefore depend on the purpose of the enforcement.

In line with the automated enforcement principles, fixed, red-light and average speed cameras use advance signage immediately before the point of enforcement to help improve compliance at those specific, risky locations and reduce the likelihood of a crash.

Safe-T-Cam also uses advance signage to provide drivers with the opportunity to modify their behaviour if necessary and reduce the likelihood of a crash, particularly related to fatigue. Site-specific details of these cameras are published.

From January 2023, mobile speed cameras have had warning signage before and after the vehicle. This, along with fixed signs across the network, is intended to raise driver awareness that speed enforcement occurs on NSW roads, to reduce speeding more generally across the network. For Mobile Phone and Seatbelt Detection Cameras, advance warning signage located immediately before the point of enforcement is not used to ensure unpredictability and help achieve compliance across the whole road network.

Question no: 595

595. Can TfNSW advise on the role of wildlife in crash occurrences on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, on the Great Western Highway, none of the crashes reported involved wildlife strikes.

Question no: 596

596. Can TfNSW advise on the statistics of head-on collisions versus rear endings?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, on the Great Western Highway, 16 head on crashes were reported compared with 138 rear end crashes (including rear end, left rear and right rear).

Question no: 597

597. Can TfNSW advise on the trends in freight volume on the Great Western Highway over the past decade?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 598

598. Can TfNSW advise on the safety records of freight companies using the Great Western Highway?

Answer:

I am advised:

No. This is a matter for the National Heavy Vehicle Regulator.

Question no: 599

599. Can TfNSW advise on the implementation of any new technology to monitor and manage highway safety?

Answer:

I am advised:

Yes, Transport for NSW advises there are a variety of cameras installed across the State which are generally used for monitoring traffic and taking actions to improve traffic flow by the Transport Management Centre. Other cameras provide live images on the Live Traffic NSW website as well as fixed images. These cameras provide live feeds and the images are not stored as their purpose is to manage traffic, monitor events and assist with responses to incidents on the road network.

Telematics is also another advancement that uses electronic devices to collect and transmit data about vehicles, including location and mass. This real time data can be analysed and used to monitor network usage, driving patterns, improve fuel efficiency and safety for drivers in several ways along with improving network investment, maintenance and access decisions.

Question no: 600

600. Can TfNSW advise on the strategies in place to manage the risks associated with the transport of hazardous materials?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicle operators are responsible for complying with NSW Environmental Protection Authority regulations regarding the transportation of dangerous goods.

Question no: 601

601. Can TfNSW advise on the outcomes of recent road safety audits on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, a road safety audit was carried out at the intersection of the Great Western Highway and Layton Avenue/Hope Street at Blaxland which identified a number of potential safety risks associated with the intersection. Transport for NSW is carrying out design work for improvements. Implementation is unfunded at this stage, with the design work to inform costings. The outcomes of the road safety audit are not yet known.

In 2023, a road safety audit was carried out as part of the Coxs River Road Upgrade project. The outcomes of the road safety audit are not yet known as the project is still under construction.

Question no: 602

602. Can TfNSW advise on how traffic congestion impacts crash rates on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises in high density traffic where there is a crash, it is almost always low impact (rear ending). Vehicles which do not involve a casualty are self-reported and therefore reporting of these crashes are quite low.

Transport for NSW does not hold information on crash rates due to congestion on the network.

Question no: 603

603. Can TfNSW advise on the rate of crashes per vehicle kilometre traveled on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that based on 2022 data, there were approximately two crashes per kilometre on the Great Western Highway (414 crashes on 202 kilometres of the total length of the road).

Question no: 604

604. Can TfNSW advise on the comparison of crash rates before and after major highway upgrades?

Answer:

I am advised:

No. Transport for NSW does not hold information in this form.

Question no: 605

605. Can TfNSW advise on the training and safety programs in place for freight drivers on this route?

Answer:

I am advised:

Yes. Please refer to the response to Supplementary Question 598.

Question no: 606

606. Can TfNSW advise on the average response time to crashes on the Great Western Highway and its impact on traffic?

Answer:

I am advised:

No. This is a matter for NSW emergency services agencies.

Question no: 607

607. Can TfNSW advise on the role of driver distraction in crash occurrences?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, on the Great Western Highway, 23 crashes were reported where distraction was involved. This includes one instance distracted by passenger, two inside and 20 distracted outside.

Question no: 608

608. Can TfNSW advise on the measures taken to prevent crashes in construction zones on the highway?

Answer:

I am advised:

Yes, Transport for NSW advises the requirements for temporary traffic management at its construction and maintenance work sites, in line with recent industry and national practice.

Further information is publicly available on the Transport for NSW website.

Question no: 609

609. Can TfNSW advise on the percentage of crashes involving motorcycles on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, on the Great Western Highway, around 11 per cent (44) crashes were reported where a motorcycle was involved in a crash. Of this, one was fatal and 15 were serious injury crashes.

Question no: 610

610. Can TfNSW advise on the seasonal variation in crash rates, if any?

Answer:

I am advised:

Yes, Transport for NSW advises the number of crashes on the Great Western Highway over the past five years, between 2018-2022, for various seasons is as below:

- Summer (December to February): 574 crashes
- Autumn (March to May): 641 crashes
- Winter (June to August): 559 crashes
- Spring (September to November): 545 crashes.

Question no: 611

611. Can TfNSW advise on the enforcement of load limits and their impact on highway safety?

Answer:

I am advised:

Yes. Please refer to the response to Supplementary Question 598.

Question no: 612

612. Can TfNSW advise on the use of traffic cameras and their effectiveness in reducing crash rates?

Answer:

I am advised:

Yes, Transport for NSW advises traffic cameras are used for live monitoring of traffic and incident management on the NSW road network.

Question no: 613

613. Can TfNSW advise on the analysis of tyre skid marks found at crash sites on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises road crash investigations are carried out by NSW Police and other agencies.

Transport for NSW reviews crash sites in accordance with Austroads Guide to Road Safety Part 2: Safe Roads, and considers a range of criteria when reviewing crash sites for reactive treatments that might be needed.

Question no: 614

614. Can TfNSW advise on the impact of driver fatigue on crash occurrences on the highway?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, on the Great Western Highway, around five per cent (21) crashes were reported where fatigue was involved in a crash. Of this, one was fatal and four were serious injury crashes.

Question no: 615

615. Can TfNSW advise on the specific locations along the Great Western Highway where crashes are most frequent?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, 66 per cent (272 out of 414) crashes on Great Western Highway occurred at the intersection between Great Western Highway and Regent Street at Chippendale, and the intersection of Great Western Highway with Mulgoa Road at Penrith.

Question no: 616

616. Can TfNSW advise on the effectiveness of rumble strips in reducing crashes?

Answer:

I am advised:

Yes, Transport for NSW advises Audio Tactile Line Marking, also known as rumble strips, is a highly effective road safety treatment, known to reduce crashes by 15 to 25 per cent. These audible markings are small raised white bumps adjacent to line markings which alert motorists through both sound and vibration when they are veering out of their lane into oncoming traffic or the edge of the road. This treatment targets run-off-road to the left and head-on crashes.

Question no: 617

617. Can TfNSW advise on the role of road surface conditions in crash occurrences?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, 74 per cent (306 out of 414) of crashes occurred on a dry road surface and 24 per cent on a wet road surface (99 out of 414).

Question no: 618

618. Can TfNSW advise on the statistics for single vehicle versus multi-vehicle crashes?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, on the Great Western Highway, around 84 per cent (346) were multi-vehicle crashes and around 16 per cent (68) were single vehicle crashes.

Question no: 619

619. Can TfNSW advise on the impact of roadworks on the Great Western Highway's crash statistics?

Answer:

I am advised:

Yes, Transport for NSW implements a temporary traffic control plan for the duration of roadworks to mitigate the risks of crashes during roadworks.

Transport for NSW does not hold the information around crashes which occur while roadwork is carried out.

Question no: 620

620. Can TfNSW advise on the incidents involving public transportation vehicles?

Answer:

I am advised:

Yes. Transport for NSW does not hold information in this form.

Question no: 621

621. Can TfNSW advise on the safety protocols in place for emergency response teams attending crash sites?

Answer:

I am advised:

Yes. Please refer to the response to Supplementary Question 606.

Question no: 622

622. Can TfNSW advise on the changes in freight traffic patterns following significant crashes?

Answer:

I am advised:

Yes, Transport for NSW advises network operations ensure the Live Traffic NSW website is updated to advise of any temporary changed traffic patterns following crashes which impact the network.

Question no: 623

623. Can TfNSW advise on the long-term trends in crash severity on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the below table identifies the number of crashes by degree of crash on Great Western Highway between 2018-2022:

Reporting year	Fatal	Serious Injury	Moderate Injury	Minor/Other Injury	Non-casualty (towaway)	Total
2018	6	92	163	114	144	519
2019	5	95	148	131	141	520
2020	6	93	109	97	132	437
2021	4	58	147	92	128	429
2022	6	56	141	95	116	414
Total	27	394	708	529	661	2,319

Question no: 624

624. Can TfNSW advise on the number of incidents related to over-speeding?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, on the Great Western Highway, around 12 per cent (48) crashes were reported where speeding was involved in a crash. Of the recorded crashes, one was fatal and 13 were serious injury crashes.

Question no: 625

625. Can TfNSW advise on the comparison of daytime versus nighttime crash statistics?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, on the Great Western Highway, around 66 per cent (271) crashes occurred during daytime (including dawn and daylight) and around 34 per cent (142) crashes occurred during night-time (including dusk and darkness).

Question no: 626

626. Can TfNSW advise on the crash rates in proximity to rest areas and facilities?

Answer:

I am advised:

Yes, Transport for NSW does not hold information in this form.

Question no: 627

627. Can TfNSW advise on the specific countermeasures taken against recurring crash types?

Answer:

I am advised:

Yes, Transport for NSW advises large corridors have a variety of recurring crash types depending on the section of the road. The more common types are rear-end, intersection (turning), run off road and head on crashes.

Countermeasures are applied according to the section of the road and feasibility. In the infrastructure area, this can be changes to signal phasing, installation of crash barriers, and applying suitable speed limits for the road environment. Countermeasures can also include the use of cameras if appropriate for a location.

Transport for NSW uses evidence-based counter measures which are proven to reduce particular road crash types are mitigated by proposing treatments which provide the highest crash reduction factor.

Question no: 628

628. Can TfNSW advise on the data regarding bridge and tunnel safety on this highway?

Answer:

I am advised:

Yes, Transport for NSW advises the plans for bridges and tunnel as part of the Great Western Highway Upgrade Program have been paused following the outcome of the Commonwealth Infrastructure Investment Program Review.

Question no: 629

629. Can TfNSW advise on the frequency of vehicle inspections for freight trucks on the Great Western Highway?

Answer:

I am advised:

Yes. Please refer to the response to Supplementary Question 598.

Question no: 630

630. Can TfNSW advise on the role of traffic flow patterns in crash prediction models?

Answer:

I am advised:

Yes, Transport for NSW does not hold information in this form.

Question no: 631

631. Can TfNSW advise on the measures to increase visibility on the Great Western Highway during poor weather conditions?

Answer:

I am advised:

Yes, Transport for NSW advises roadway delineation is installed on the Great Western Highway. Delineation road surfaces and roadsides are monitored and rehabilitated when required. Effective delineation assists with efficient and safe roadway systems by improving road user information, comfort and traffic flow.

Further, drivers on NSW roads are encouraged to use fog lights, high beam, hazard lights and horns appropriately, particularly during specific conditions, including when driving at night.

Further information is available on the NSW Government website.

Question no: 632

632. Can TfNSW advise on the follow-up procedures post-accident for highway safety assessment?

Answer:

I am advised:

Yes. Please refer to the response to Supplementary Question 613.

Question no: 633

633. Can TfNSW advise on the average cost of crash-related damages on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises detail is available in the below table in relation to crashes on the Great Western Highway:

Degree of crash	No. of crashes	Total cost*	Total cost (\$m)
Fatal	6	\$58,203,810	58.2
Serious Injury	56	\$36,437,912	36.4
Moderate Injury	141	\$15,554,556	15.6
Minor/Other Injury	95	\$9,598,895	9.6
Non-casualty (towaway)	116	\$27,698,248	27.7
Total	414	\$147,493,421	147.5

* average costs of a crash by the degree of crash statistics used in the calculation

** calculated using 2023 Transport for NSW Economic Parameter Values.

Question no: 634

634. Can TfNSW advise on the implementation of any smart traffic management systems?

Answer:

I am advised:

Yes, This information is publicly available on the Transport for NSW website.

Question no: 635

635. Can TfNSW advise on the improvements made in crash response times over the past few years?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW emergency services are responsible for emergency incident response. Transport for NSW supports emergency services, such as NSW Police, NSW Ambulance and Fire and Rescue NSW, with traffic management and recovery.

Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible.

Question no: 636

636. 57. Can TfNSW advise on the support services available for crash victims and their families?

Answer:

I am advised:

Yes, Transport for NSW funds the Road Trauma Support Group NSW as part of the 2026 Road Safety Action Plan. The Group provides support to families impacted by road trauma through their expert counselling and referral services.

The State Insurance Regulatory Authority (SIRA) established a trauma support service in 2022 for an initial 12-month period, which provides early access to grief and trauma support to eligible family members, outside of the CTP claims process and irrespective of fault. Participants have access to up to six sessions.

Further information is available on SIRA's website.

Question no: 637

637. Can TfNSW advise on the statistics of side-impact crashes on this highway?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, on the Great Western Highway, 21 side impact crashes were reported (one fatal and one serious injury crash). Nine of these were lane sideswipe, seven were left turn sideswipe and five were right turn sideswipe.

Question no: 638

638. Can TfNSW advise on the enforcement of distraction-related laws, such as mobile phone usage?

Answer:

I am advised:

Yes, Transport for NSW advises mobile phone detection cameras (fixed and transportable) target drivers illegally using a mobile phone across NSW anywhere, anytime.

The cameras operate to ensure widespread deterrence and in locations which meet criteria outlined in the NSW Automated Enforcement Strategy for road safety which includes prevalence of crashes and advice from NSW Police.

The program aims to reach close to 100 per cent of NSW drivers through a mix of metropolitan and regional deployments. Details of enforcement locations are not published, in order to increase unpredictability and help achieve network wide deterrence.

Enforcement of distractions-related laws is also a matter for the NSW Police.

Question no: 639

639. Can TfNSW advise on the rates of vehicle rollovers and the factors contributing to them?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, on the Great Western Highway, around 17 vehicle-rollover crashes were reported. Of these, 10 crashes were reported where speeding was involved, three where fatigue was involved and two where alcohol was involved in the crashes.

Question no: 640

640. Can TfNSW advise on the incidents of crashes at highway intersections?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, on the Great Western Highway, around 62 per cent (255) crashes were reported at an intersection location (including two fatal and 33 serious injury crashes) and around 38 per cent (159) crashes were reported at a non-intersection.

Question no: 641

641. Can TfNSW advise on the correlation between vehicle age and crash involvement?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, on the Great Western Highway, around 25 per cent crashes reported were where vehicles were newer (age less than five years), around 47 per cent were where vehicle age was between five and 15 years, and around 28 per cent where vehicles involved were older (more than 15 years old).

Question no: 642

642. Can TfNSW advise on the proportion of crashes that include cyclists and pedestrians?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, on the Great Western Highway, around 17 crashes were reported where a pedestrian was involved in a crash (including one fatal and four serious injury crashes) and two crashes where a pedal cyclist was involved in a crash.

Question no: 643

643. Can TfNSW advise on the effectiveness of barrier systems in reducing the severity of crashes?

Answer:

I am advised:

Yes, Transport for NSW advises safety barriers are installed so they offer greater protection to vehicle occupants than existing roadside hazards or oncoming traffic. This is achieved by using materials which minimise the impact forces a vehicle occupant absorbs compared to the roadside hazards they may impact.

Safety barriers are installed at the roadside to protect road users from hazards, such as vertical drops and solid objects. When installed at the median, they are present to reduce the risk of head-on crashes with other road users travelling in the opposing direction.

All road safety barrier products must be accepted by Transport for NSW for use on the NSW road network.

Question no: 644

644. Can TfNSW advise on the highway sections identified as black spots due to high crash rates?

Answer:

I am advised:

Yes, Transport for NSW advises the Australian Government Black Spot Program targets local and regional roads where crashes are occurring or are at risk of occurring by funding measures such as traffic signals and roundabouts at dangerous locations.

Transport for NSW does not use the term 'black spots' when referring to crash clusters on the State-managed road network.

The identification of crash clusters is not based simply on the number of crashes. Transport for NSW undertakes crash density modelling which takes into account distribution of crashes, types of crashes, crash severity and land-use.

The NSW Towards Zero Safer Roads Program is a road safety infrastructure treatment program which delivers sustainable and long-term reductions in road trauma through upgrades of the existing road network. The program is supporting the delivery of life saving road safety treatments through two initiatives of Saving Lives on Country Roads and Liveable and Safe Urban Communities.

As part of the above Australian and State road safety programs, evidence-based counter measures which are proven to reduce particular road crash types are mitigated by proposing treatments that provide the highest crash reduction factor. Both programs prioritise funding to provide essential infrastructure to make NSW roads safer.

Transport for NSW directly delivers and/or coordinates local councils to deliver projects under the programs. Typically, the projects delivered specifically mitigate known and potentially severe crash locations.

Projects are funded through a robust technical assessment process where candidate projects are evaluated so as to prioritise funding towards the most critical safety issues on the NSW road network.

Question no: 645

645. Can TfNSW advise on the compliance rates with road safety laws among drivers on the Great Western Highway?

Answer:

I am advised:

No. This is a matter for Revenue NSW.

Question no: 646

646. Can TfNSW advise on the latest traffic calming measures deployed and their effectiveness?

Answer:

I am advised:

Yes, lane dividers are used on the Great Western Highway as a traffic calming measure.

Question no: 647

647. Can TfNSW advise on the number of crashes that involved drivers from outside the state or country?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, on the Great Western Highway, around 22 crashes were reported involving a driver from outside state or country. Of this, one was a serious injury crash.

Question no: 648

648. Can TfNSW advise on the improvements in emergency medical services response to crashes on the highway?

Answer:

I am advised:

Yes. Please refer to the response to Supplementary Question 606.

Question no: 649

649. Can TfNSW advise on the data about vehicle breakdowns and their contribution to crash risks?

Answer:

I am advised:

Yes. Transport for NSW does not hold information in this form.

Question no: 650

650. Can TfNSW advise on the distribution of crash occurrences between commercial and non-commercial vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold information in this form.

Question no: 651

651. Can TfNSW advise on the impact of light conditions, such as dawn or dusk, on crash rates?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, on the Great Western Highway, around 66 per cent (271) crashes occurred during daytime (including dawn and daylight) and around 34 per cent (142) crashes occurred during night-time (including dusk and darkness).

Question no: 652

652. Can TfNSW advise on the programs in place to educate drivers about highway safety?

Answer:

I am advised:

Yes, Transport for NSW delivers state-wide public education that promotes road safety treatments being delivered as part of the Safer Roads Program and the Towards Zero Safer Roads Program.

The Breakdown Safety Glove Box Guide is a printed and web published resource that includes specific highway safety information in the event of a breakdown. This resource is distributed at community engagement events as well as key messages promoted on the NSW Road Safety Facebook page.

Question no: 653

653. Can TfNSW advise on the findings from crash site investigations and how they've influenced policy changes?

Answer:

I am advised:

Yes, Transport for NSW advises the 2026 Road Safety Action Plan outlines the NSW Government priority actions to reduce road trauma and informs road safety policy.

The Plan was developed following extensive engagement and community consultation, as well as analysis of trauma trends, best practice approaches and research evidence.

Question no: 654

654. Can TfNSW advise on the updates to the Great Western Highway's infrastructure aimed at crash reduction?

Answer:

I am advised:

Yes, Transport for NSW advises a number of safety initiatives are implemented into the scope of work for each project along the Great Western Highway to improve road safety. An example of these safety initiatives includes, but are not limited to, changes to curve alignment, concrete and wire rope barriers and the installation of addition and clear signage. Improved road surfaces also lessens the risk of black ice formation in this area.

Question no: 655

655. Can TfNSW advise on the effectiveness of speed reduction campaigns?

Answer:

I am advised:

Yes, Transport for NSW delivers road safety public education initiatives in an integrated communications approach that uses paid advertising, media, owned channels, community engagement and stakeholder communications.

The 'Casual Speeding, Every K Counts' campaign is aimed to raise awareness that the speed you're travelling at matters and 'just a bit over' can be the difference between being able to stop in time or not at all.

The NSW Road Safety Facebook page regularly includes messaging relating to speed and tips on how to stay safe on the roads including following speed advisory signage, keeping a safe distance between you and the vehicles in front, driving to conditions and allowing plenty of time.

The Speed Advisor smartphone app can help by altering the driver when the speed limit changes and by providing the speed limit in all NSW roads

Under the integrated communications approach, Transport for NSW also use localised community education and engagement opportunities to extend state-wide campaigns and adapt to local communities and any unique challenges within that community. Localised initiatives in 2023 that could be expected to encourage speed reduction on Great Western Highway include:

- Activations at significant events in regional NSW that attract visitors from across NSW, including Dubbo Motorfest, Bathurst 1000 at Mount Panorama
- Winter weather campaign targeting alpine conditions in the Central Tablelands area.

Question no: 656

656. Can TfNSW advise on the specific actions taken to protect vulnerable road users along the Great Western Highway?

Answer:

I am advised:

Yes. The Transport for NSW “Sharing the Road” campaign provides information and advice for drivers to share the road safely with vulnerable road users.

Specific to the Great Western Highway, several improvements have been made through recently completed project, or projects currently underway. These include:

- The duplication of the Great Western Highway, Kelso to Raglan, will include improve road safety for vulnerable road users with a separated footpath
- Medlow Bath Station Upgrade, which includes a new pedestrian bridge and other amenities for vulnerable road users.

Further information is publicly available on the Transport for NSW website.

Question no: 657

657. Can TfNSW advise on the percentage of crashes that occur at high-speed sections compared to lower-speed sections?

Answer:

I am advised:

Yes. Below is the number of crashes in 2022 on the Great Western Highway, by speed limit:

Speed limit	Fatal	Serious Injury	Moderate Injury	Minor/Other Injury	Non-casualty (towaway)	Total
40 km/h			1		1	2
50 km/h		3	4	1	2	10
60 km/h	2	33	66	71	67	239
70 km/h		3	14	2	10	29
80 km/h	3	14	48	19	32	116
100 km/h	1	2	8	2	4	17
110 km/h		1				1
Total	6	56	141	95	116	414

Question no: 658

658. Can TfNSW advise on the collaborative efforts with other agencies to improve highway safety?

Answer:

I am advised:

Yes, Transport for NSW works with NSW Police to improve highway safety, including through providing funding and support to the Enhanced Enforcement Program and for Mobile Drug Testing.

Question no: 659

659. Can TfNSW advise on the rates of seat belt usage and its correlation with crash injury severity?

Answer:

I am advised:

Yes, Transport for NSW advises, on the Great Western Highway in 2022, 317 crashes were reported where a seatbelt was worn and 36 crashes where a helmet was worn (29 full face and seven open face). Five crashes reported had a seatbelt not been worn, of which one was fatal and two were serious injury crashes.

Question no: 660

660. Can TfNSW advise on the number of crashes involving uninsured drivers?

Answer:

I am advised:

Yes. Transport for NSW does not collect insurance data within the vehicle registration system.

Question no: 661

661. Can TfNSW advise on the role of vehicle maintenance in preventing crashes?

Answer:

I am advised:

Yes, Transport for NSW advises good vehicle maintenance improves road safety. A poorly maintained vehicle can contribute to a crash due to mechanical failures such as brake failure, or tyre blowouts.

Maintenance affects stopping distances, anti-lock braking functionality, night-time visibility and the performance of occupant protection systems such as worn seatbelts.

Question no: 662

662. Can TfNSW advise on the impact of traffic signal timing on crash rates at highway intersections?

Answer:

I am advised:

Yes, Transport for NSW does not hold information in this form.

Question no: 663

663. Can TfNSW advise on the rate of compliance with helmet laws for motorcyclists on the highway?

Answer:

I am advised:

No. Enforcement of helmet laws is a matter for NSW Police.

Question no: 664

664. Can TfNSW advise on the assessment of crosswalks and pedestrian bridges in reducing pedestrian-related incidents?

Answer:

I am advised:

Yes, Transport for NSW advises pedestrian crossings (also known as zebra crossings) are usually generally by white parallel stripes on the road. They can also have a yellow sign showing a pair of legs.

Zig-zag lines are sometimes marked on the road leading up to pedestrian crossings. These lines increase visibility and warn you that you're approaching a crossing. Other forms of pedestrian crossings can consist of pelican crossings, pedestrian refuges, raised (wombat) crossings, children' crossings and overbridges.

The signals for pedestrians at pelican crossings are the same as those at normal mid-block pedestrian signals. However, when the 'don't walk' symbol flashes, drivers see a flashing yellow light. If there is no risk of collision, drivers may drive through the crossing. The majority of pelican crossings have the same lights and pedestrian signals as normal traffic lights. Road users must stop at a red light and give way to pedestrians crossing the road. Some pelican crossings have a different colour sequence for the traffic lights. After the red light, a yellow (amber) light flashes for vehicles and a red pedestrian signal flashes for pedestrians. When the yellow light starts flashing, you can drive through the crossing if there are no pedestrians.

The crash reduction factor for signalised pedestrian crossings with the potential to reduce pedestrian related crashes can range from 30 to 40 per cent.

A pedestrian refuge is an island in the middle of the road which allows pedestrians to cross the road in two stages. Pedestrian refuges have signs to warn you to slow down and look out for pedestrians. The crash reduction factor for pedestrian refuges with the potential to reduce pedestrian related crashes can range from 20 to 50 per cent. Raised pedestrian crossings (wombat crossings) are where there are high levels of pedestrian activity. Raised crossings increase visibility for approaching drivers and slow down traffic.

Children's crossings are usually part-time crossings used before and after school. They may operate at other times that local councils approve. Aside from these times, the area isn't a pedestrian crossing. When in use, red flags display the words 'CHILDREN CROSSING'. The crash reduction factor for wombat and children crossings with the potential to reduce pedestrian related crashes can range from 10 to 50 per cent.

Most pedestrian crashes occur while the pedestrian was attempting to cross the road. One way of preventing crashes between vehicles and pedestrians is placing them at different levels, or 'grade separating' them. In urban situations where pedestrian crossing signals would cause congestion or crashes (due to high traffic speeds), a grade separated pedestrian crossing, such as an overpass (or overbridge) or an underpass, may be used. Outside of urban areas in situations where there is pedestrian demand in high-speed environments, this treatment may also be applied.

The crash reduction factor for pedestrian bridges with the potential to reduce pedestrian related crashes can be up to 90 per cent.

Question no: 665

665. Can TfNSW advise on the progress of installing additional safety features, such as guardrails or median barriers?

Answer:

I am advised:

Yes. Please refer to the response to Supplementary Question 585.

Question no: 666

666. Can TfNSW advise on the specific educational programs aimed at reducing crashes involving young drivers?

Answer:

I am advised:

Yes, Transport for NSW funds the Road Safety Education Program, which is a partnership with the NSW school and early childhood education sectors to build the capacity of teachers in teaching road safety as part of the curriculum through the professional development of teachers.

Transport for NSW also sponsors community-based organisations' programs which deliver one-off programs directly to students through the attendance at an incursion or excursion. These include the annual bstreetsmart event (Western Sydney Local Health District), the Rotary Youth Driver Access program (RYDA, Road Safety Education Ltd) and the Wheelchair Sports Road Show (Wheelchair Sports NSW/ACT).

To develop positive road safety attitudes and skills in young drivers, the NSW Government developed the Safer Drivers Course (SDC). The SDC is as an accredited optional component under the Graduated Licensing Scheme and is specifically designed to assist learner drivers under 25 years of age to become safer drivers.

The NSW Government also delivers driver education in partnership with TAFE to young apprentices in regional areas. The program provides road safety education in the TAFE setting to target students at high risk of crashes due to their age, inexperience, and the long distances they travel. The education centres around key road safety issues, including speed, fatigue, animals on rural roads, mobile phone use, and drink and drug driving.

Question no: 667

667. Can TfNSW advise on the rates of hit-and-run incidents and how they are being addressed?

Answer:

I am advised:

No. This is a matter for NSW Police.

Question no: 668

668. Can TfNSW advise on the changes in truck traffic due to seasonal industries, like agriculture or tourism?

Answer:

I am advised:

Yes, Transport for NSW advises the variation ranges from 64,500 trailers in winter to 74,300 trailers in autumn, according to the CSIRO Transit Tool. It is not known however, how much of the variation, if any, is due to agriculture or tourism.

Question no: 669

669. Can TfNSW advise on the effect of lane widths and road marking visibility on crash occurrences?

Answer:

I am advised:

Yes, Transport for NSW advises lane width has an influence on road safety, especially at certain key road locations. Vehicles typically use more of the travel lane on bends than on straight road sections, and head-on crashes can happen on bends when drivers unintentionally/ intentionally 'cut the corner'.

Widening lanes on a bend can reduce the risk of head-on crashes by giving drivers more room to get around the bend without crossing into the opposing lane. Similarly, widening turn lanes can improve safety, especially for larger vehicles. Widening traffic lanes on straight sections of multi-lane roads can reduce sideswipe crashes. Conversely, narrower lane widths, whether physical or visual, can be desirable as part of a traffic calming scheme for main roads passing through urban areas or villages.

Road markings ('delineation') can be in many forms which consist of centre and edge line treatments, retroreflective pavement markers, guideposts and chevron alignment markers. Delineation helps drivers judge their position in the road and provide guidance about the conditions ahead, particularly where visibility can become poor (i.e. due to rain, fog or darkness) and on sharp bends. Delineation is among the most cost-effective treatments to make roads safer and have been shown to reduce head-on and run-off road crashes.

Question no: 670

670. Can TfNSW advise on the number of incidents involving wildlife and measures taken to mitigate them?

Answer:

I am advised:

Yes, Transport for NSW relies on the Department of Planning and Environment's Bionet database to store data on the incidents of wildlife vehicle strike. This database shows wildlife vehicle strike is a widespread and longstanding issue across regional and some peri-urban roads in NSW. The most reported species involved are kangaroos and wombats with koalas being the most impacted threatened species. Koalas are the primary focus of Transport for NSW efforts as vehicle strike is a widely recognised and significant threatening process impacting the species.

Transport for NSW is actively working with the Department of Planning and Environment and local government under the NSW Koala Strategy to mitigate koala vehicle strike hotspots, with an immediate focus on sites in south-west Sydney and Lismore. Principally,

managing vehicle strike on higher speed roads is achieved through physical fencing supported by connectivity structures, as this approach is proven to reduce the incidence of roadkill. Current work has been proceeded by many years of activity reducing vehicle strike as part of the upgrade of the Pacific Highway north of Newcastle where 380 kilometres of fencing and connectivity structures are now in place.

The broader issue of wildlife vehicle strike on NSW roads is more challenging due to the highly dispersed nature of the problem and the impracticality of installing fencing at many locations. Transport for NSW has committed in its Future Transport Strategy to investigating emerging technologies that could improve driver awareness of potential vehicle strike wildlife hotspots.

Transport for NSW also released the NSW Speed Zoning Standard in July 2023, which seeks to sets out principles and technical information for reviewing, determining, and implementing speed zones on NSW public roads. The Standard considers road and roadside hazards (which may include animals) in the setting of safe speed limits, amongst other factors. The Standard highlights the presence of road and roadside hazards can influence the speed at which drivers may travel as well as the severity of any crashes that may occur. While roadside hazards can vary along a length of road, the frequency and severity of the hazards should be considered when determining a speed zone.

Transport for NSW provides information to the community on how to drive safely where there are likely to be animals on country roads. This includes reminders to slow down, brake safely and look out for animal warning signs.

Question no: 671

671. Can TfNSW advise on the relationship between road gradient and crash rates on the Great Western Highway?

Answer:

I am advised:

No. Transport for NSW does not hold information in this form.

Question no: 672

672. Can TfNSW advise on the success of intersection upgrades in reducing crash numbers?

Answer:

I am advised:

Yes, Transport for NSW advises the success of any intersection upgrade is dependent on the specific treatments used in the upgrade and the type of intersection being upgraded.

Question no: 673

673. Can TfNSW advise on the statistics of crashes involving foreign vehicles or drivers?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, on Great Western Highway, 14 crashes were reported which involved drivers with overseas licence.

Question no: 674

674. Can TfNSW advise on the analysis of traffic density and its direct impact on the frequency of crashes?

Answer:

I am advised:

Yes. Crash risk is determined by a variety of factors. Transport for NSW's crash database does not maintain the traffic density data to provide the direct impact of one variable on the other.

Question no: 675

675. Can TfNSW advise on the proportion of crashes resulting in fire or explosions and the preventative measures in place?

Answer:

I am advised:

Yes, Transport for NSW advises the table below provides the number of crashes involving a fire over the last five years. Transport for NSW does not hold data on fires or explosions which are directly caused by a crash.

Reporting year	Fatal	Serious Injury	Moderate Injury	Minor/Other Injury	Non-casualty (towaway)	Total
2018	24	38	25	6	22	115
2019	27	35	20	11	17	110
2020	11	23	22	15	12	83
2021	17	21	22	6	16	82
2022	12	26	22	8	14	82
Total	91	143	111	46	81	472

Question no: 676

676. Can TfNSW advise on the effectiveness of emergency lay-bys in managing crash outcomes?

Answer:

I am advised:

Yes, Transport for NSW advises emergency lay-bys provide a safe place for vehicles to pull over, out of the main line of traffic. Transport for NSW has developed a resource (THE Glove Box Guide) on breakdown safety, including advice for drivers to find a safe spot to pull over, such as a hard shoulder or breakdown lane.

The safety of drivers as well as emergency workers and break down assist vehicles is further improved by laws introduced in 2018. The law requires motorists to slow down and not increase speed when passing stationary emergency response vehicles with flashing

blue or red lights or stationary tow trucks and breakdown assistance vehicles displaying flashing yellow lights, including giving way to any person near such a vehicle.

Further information is publicly available on the Transport for NSW website.

Question no: 677

677. Can TfNSW advise on the rates of crashes involving buses or coaches on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, on the Great Western Highway, around two per cent (7) crashes were reported involving buses, of which three were serious injury crashes.

Question no: 678

678. Can TfNSW advise on the impact of driver education programs on long-term crash statistics?

Answer:

I am advised:

Yes, Transport for NSW advises in NSW, education combined with enforcement of penalties including fines, demerit points, and licence suspensions are key countermeasures under the 'Safer People' pillar of the 'Safe System' approach which aims to motivate and support road users to follow the rules and behave safely on and around the road.

Education also ensures road users have the required knowledge and understanding, skills, values and attitudes in road safety. Research shows driver training is useful in teaching basic car control skills and road rules knowledge, however, the contribution of driver training courses on post-licensing road casualty crash reductions is weak and inconclusive.

On-road driving experience is one of the key pillars of the NSW Graduated Licensing Scheme (GLS) and is a proven component of improving novice driver safety. Learner drivers who increase their supervised on-road experience can reduce their crash risk by 30 per cent, in the first two years of solo driving. Research indicates that the accumulation of driving experience across a range of varied and challenging situations during the learner phase is likely to be the greatest contributor to reduced crash risk in solo driving for novice drivers.

Transport for NSW has created additional optional learner driver training components within the NSW GLS that highlight the importance of extended supervised driving experience and low risk driving strategies for young learners.

Question no: 679

679. Can TfNSW advise on the relationship between road shoulder width and safety, particularly for freight vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises road shoulder widths can reduce the risk of crashing if drivers can either stop on the shoulder or safely travel back into the traffic lane.

The surface condition of the shoulder also influences how safe drivers can use the available width. A sealed road shoulder provides the best condition for vehicle tyres.

When a vehicle leaves the road, especially when at high speed, stopping and/or steering the vehicle back onto the road will be easier if the vehicle tyres have sufficient grip.

An adequate shoulder width makes it easier for a driver to steer the vehicle back onto the road at a shallower angle, reducing the chances the driver will 'overcorrect' and travel into oncoming traffic.

Shoulders which are too wide create a hazard if they are used as an additional lane. Sealed shoulders are estimated to reduce the likelihood of run-off-road crashes between 25 per cent and 40 per cent.

Question no: 680

680. Can TfNSW advise on the total number of vehicle collisions on the Mitchell Highway in the past year?

Answer:

I am advised:

Yes, Transport for NSW advises there have been 100 crashes on the Mitchell Highway, including 39 non-casualty (towaway) crashes, 29 moderate injury crashes, 19 serious injury crashes, 11 minor/other injury crashes and two fatal crashes.

Question no: 681

681. Can TfNSW advise if there has been an increase in crash rates on the Mitchell Highway over the last five years?

Answer:

I am advised:

Yes, Transport for NSW advises the number of crashes on Mitchell Highway has increased by 18 per cent over the five-year from 2018 to 2022, increasing from 85 in 2018 to 100 in 2022.

Question no: 682

682. Can TfNSW advise on the predominant causes of crashes reported on the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that out of the 100 crashes on Mitchell Highway in 2022, 14 (14 per cent) involved speeding, 17 (17 per cent) involved fatigue, one (one per cent) involved illicit drugs and one (one per cent) involved alcohol.

Question no: 683

683. Can TfNSW advise on the stretch of Mitchell Highway that experiences the most frequent incidents?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, there were 86 crashes (86 per cent) on Mitchell Highway between intersection of the Mitchell Highway with Stewart Street at Bathurst and the intersection with Algalah Street at Narromine.

Question no: 684

684. Can TfNSW advise on the safety measures currently in place on the Mitchell Highway to prevent crashes?

Answer:

I am advised:

Yes, Transport for NSW advises safety improvements on the Mitchell Highway are progressing with emergency and incremental improvements designed to reduce road trauma, and proven lifesaving solutions are being installed at various locations.

Further Information is publicly available on the Transport for NSW website.

Question no: 685

685. Can TfNSW advise on the impact of heavy freight traffic on crash statistics for the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold information in this form.

Question no: 686

686. Can TfNSW advise on the percentage of crashes involving heavy vehicles on the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, heavy vehicles were involved in 16 crashes (16 per cent) on the Mitchell Highway.

Question no: 687

687. Can TfNSW advise on the average economic cost of crashes on the Mitchell Highway each year?

Answer:

I am advised:

Yes, Transport for NSW advises detail is available in the below table in relation to crashes on the Mitchell Highway in 2022:

Degree of crash	No. of crashes	Total cost*	Total cost (\$m)
Fatal	2	\$19,401,270	19.4
Serious Injury	19	\$12,362,863	12.36
Moderate Injury	29	\$3,199,164	3.2
Minor/Other Injury	11	\$1,111,451	1.11
Non-casualty (towaway)	39	\$9,312,342	9.31
Total	100	\$45,387,090	45.39

* average costs of a crash by the degree of crash statistics used in the calculation

** calculated using 2023 Transport for NSW Economic Parameter Values

Question no: 688

688. Can TfNSW advise on the crash rate comparison between the Mitchell Highway and other similar NSW roads?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 689

689. Can TfNSW advise on the most recent traffic flow data for the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 690

690. Can TfNSW advise on the average daily number of freight vehicles using the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 691

691. Can TfNSW advise on the forecasted growth of freight traffic on the Mitchell Highway in the next decade?

Answer:

I am advised:

Yes, Transport for NSW advises forecasted growth of freight traffic is dependent on a range of factors including economic and social growth, local amenity, and any future changes to freight infrastructure across NSW.

Question no: 692

692. Can TfNSW advise on the effectiveness of current freight management strategies on the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises access to the road network for higher productivity vehicles improves safety sustainability and productivity, and reduces the number of truck trips required for the freight task.

Question no: 693

693. Can TfNSW advise on the trends in heavy freight volumes on the Mitchell Highway over the past ten years?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 694

694. Can TfNSW advise on any planned upgrades to the Mitchell Highway to accommodate increasing freight loads?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 695

695. Can TfNSW advise on the specific types of freight predominantly transported via the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises according to the CSIRO Transit Tool, the top five commodities are grain wheat, unleaded fuel, household general goods, diesel fuel and harvested softwood.

Question no: 696

696. Can TfNSW advise on the frequency of road maintenance on the Mitchell Highway and its relation to crash rates?

Answer:

I am advised:

Yes, Transport for NSW advises routine inspections are carried out on each highway across NSW as per normal process and road surface checking as part of this inspection. Where a crash is related to driver behaviour error, it is a matter for NSW Police.

Question no: 697

697. Can TfNSW advise on the enforcement of load limits and their compliance rates on the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 698

698. Can TfNSW advise on the number of head-on collisions on the Mitchell Highway and the contributing factors?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, there were six head-on crashes on Mitchell Highway, including one fatal, one serious injury crash, two minor/other injury crashes and two non-causality (towaway) crashes.

Question no: 699

699. Can TfNSW advise on the rate of accidents on the Mitchell Highway involving non-local drivers?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, there were 166 drivers and riders involved in crashes on the Mitchell Highway, with 71 (43 per cent) not residing in the same Local Government Area.

Question no: 700

700. Can TfNSW advise on the correlation between crash locations and traffic signal patterns on the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold information in this form.

Question no: 701

701. Can TfNSW advise on the involvement of wildlife in crashes on the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, there were four crashes on the Mitchell Highway which involved a collision between a vehicle and an animal, including two serious injury crashes and two non-casualty (towaway) crashes.

Question no: 702

702. Can TfNSW advise on the seasonal variation in crash rates on the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the number of crashes on the Mitchell Highway in 2022, for various seasons is as below:

- Summer (December to February): 22 crashes
- Autumn (March to May): 26 crashes
- Winter (June to August): 35 crashes
- Spring (September to November): 17 crashes.

Question no: 703

703. Can TfNSW advise on the average response time for emergency services to crashes on the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for NSW emergency services agencies.

Question no: 704

704. Can TfNSW advise on the number of pedestrian-involved incidents on the Mitchell Highway in urban areas?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, there were no pedestrian-involved crashes on the Mitchell Highway in urban areas. However, there was one pedestrian minor/other injury crash (country non-urban) which occurred.

Question no: 705

705. Can TfNSW advise on the statistics for DUI-related crashes on the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, of the 100 crashes on the Mitchell Highway, one crash involved alcohol and one involved illicit drugs.

Question no: 706

706. Can TfNSW advise on the impact of road construction zones on Mitchell Highway traffic and crash rates?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold information in this form.

Question no: 707

707. Can TfNSW advise on the success of recent road safety campaigns targeted at drivers on the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it runs several road safety campaigns in regional NSW, targeting key issues for road safety to raise awareness and change behaviour. These include speeding, fatigue, and drink driving.

Transport for NSW develops and runs campaigns to encourage safe behaviours on NSW roads. These include both State-wide and localised campaigns, with localised campaigns are not usually confined to a single highway.

Localised campaigns in 2023 which have encouraged safe behaviour on the Mitchell Highway include:

- Activations at significant events in regional NSW that attract visitors from across NSW, including Dubbo Motorfest, Bathurst 1000 at Mount Panorama
- Hunting campaign, targeting fatigued driving for amateur hunters in the State's west
- Harvest campaign, promoting fatigue awareness and 'sharing the road' safety during the grain harvest
- Village Speed Project, targeting small communities with courtesy speed checks and merchandise to reduce speeding in partnership with NSW Police
- Winter weather campaign targeting alpine conditions in the Central Tablelands area.

Question no: 708

708. Can TfNSW advise on the number of crashes on the Mitchell Highway that resulted in hospitalisations?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, there were 61 casualty crashes on Mitchell Highway, including two fatal crashes, 19 serious injury crashes, 29 moderate injury crashes and 11 minor/other injury crashes.

Question no: 709

709. Can TfNSW advise on the annual comparison of daytime vs nighttime crash rates on the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, of the 100 crashes on Mitchell Highway, 68 crashes (68 per cent) occurred during the daytime and 32 crashes occurred (32 per cent) at night-time.

Question no: 710

710. Can TfNSW advise on the presence of rest areas along the Mitchell Highway and their usage statistics?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 711

711. Can TfNSW advise on the number of fatigue-related crashes on the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, of the 100 crashes which occurred on Mitchell Highway, 17 crashes (17 per cent) involved fatigue.

Question no: 712

712. Can TfNSW advise on the number of crashes on the Mitchell Highway that involve out-of-state vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, there were 11 crashes on the Mitchell Highway which involved out of state licence holders.

Question no: 713

713. Can TfNSW advise on the average time taken to clear crash sites on the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold information in this form.

Question no: 714

714. Can TfNSW advise on the statistics for rear-end collisions on the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, there were 21 rear-end collisions on the Mitchell Highway, including 18 rear-end crashes, one left rear crash and two right rear crashes.

Question no: 715

715. Can TfNSW advise on the effectiveness of current signage on the Mitchell Highway in reducing crashes?

Answer:

I am advised:

Yes, Transport for NSW advises high visibility operations are more successful to address high risk locations (such as site or route-based enforcement), as they provide motorists with the opportunity to modify their behaviour if necessary.

Covert operations are more useful when aiming to achieve network wide compliance through the unpredictability of anytime, anywhere enforcement. As an example, independent modelling found, all other things being equal, if the Mobile Phone Detection Camera locations were marked with advance warning signs, it would take five years to achieve the same safety benefits that a program without advance warning signs would achieve in one year. The visibility of automated enforcement including signage and the publication of the site-specific enforcement locations will therefore depend on the purpose of the enforcement.

In line with the automated enforcement principles, fixed, red-light and average speed cameras use advance signage immediately before the point of enforcement to help improve compliance at those specific, risky locations and reduce the likelihood of a crash. Safe-T-Cam also uses advance signage to provide drivers with the opportunity to modify their behaviour if necessary and reduce the likelihood of a crash, particularly related to fatigue. Site-specific details of these cameras are published.

From January 2023, mobile speed cameras have had warning signage before and after the vehicle. This, along with fixed signs across the network, is intended to raise driver

awareness that speed enforcement occurs on NSW roads, to reduce speeding more generally across the network. For Mobile Phone and Seatbelt Detection Cameras, advance warning signage located immediately before the point of enforcement is not used to ensure unpredictability and help achieve compliance across the whole road network.

Question no: 716

716. Can TfNSW advise on the number of speeding fines issued on the Mitchell Highway annually?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for Revenue NSW.

Question no: 717

717. Can TfNSW advise on the use of speed cameras on the Mitchell Highway and their impact on speeding behaviour?

Answer:

I am advised:

Yes, Transport for NSW advises the Mitchell Highway has average speed camera enforcement between Molong and Cundumbul. Mobile speed camera enforcement is regularly carried out at multiple sites along the Mitchell Highway.

Speeding fine data shows there is high compliance within the average speed camera length on Mitchell Highway, no more than nine fines issued to heavy vehicle drivers during a single month since the average speed cameras were installed in August 2011.

Publicly available speeding fine data shows there is high compliance during mobile speed camera enforcement sessions. During the first 10 months of 2023, 99.96 per cent of vehicles were travelling at or under the speed limit when passing a mobile speed camera on the Mitchell Highway.

Question no: 718

718. Can TfNSW advise on the proportion of single-vehicle vs multi-vehicle crashes on the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, of the 100 crashes on the Mitchell Highway, 41 (41 per cent) were single-vehicle crashes, and 59 (59 per cent) were multi-vehicle crashes.

Question no: 719

719. Can TfNSW advise on the results of the last road safety audit conducted on the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the last road safety audit on the Mitchell Highway was carried out in 2023, following the road widening and safety improvements being delivered approximately 35 kilometres west of Bathurst at East Guyong.

The findings of the road safety audit are being reviewed by Transport for NSW, as part of the delivery of the road safety improvement project, to determine if any further work is required before the project can be finalised.

Question no: 720

720. Can TfNSW advise on the current measures in place to mitigate wildlife-related accidents on the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it relies on the Department of Planning and Environment's Bionet database to store data on the incidents of wildlife vehicle strike. This database shows wildlife vehicle strike is a widespread and longstanding issue across regional and some peri-urban roads in NSW. The most reported species involved are kangaroos and wombats with koalas being the most impacted threatened species. Koalas are the primary focus of Transport for NSW efforts as vehicle strike is a widely recognised and significant threatening process impacting the species.

Transport for NSW is actively working with the Department of Planning and Environment and local government under the NSW Koala Strategy to mitigate koala vehicle strike hotspots, with an immediate focus on sites in south-west Sydney and Lismore. Principally, managing vehicle strike on higher speed roads is achieved through physical fencing supported by connectivity structures, as this approach is proven to reduce the incidence of roadkill. Current work has been proceeded by many years of activity reducing vehicle strike as part of the upgrade of the Pacific Highway north of Newcastle where 380 kilometres of fencing and connectivity structures are now in place.

The broader issue of wildlife vehicle strike on NSW roads is more challenging due to the highly dispersed nature of the problem and the impracticality of installing fencing at many locations. Transport for NSW has committed in its Future Transport Strategy to investigating emerging technologies that could improve driver awareness of potential vehicle strike wildlife hotspots.

Transport for NSW also released the NSW Speed Zoning Standard in July 2023, which seeks to sets out principles and technical information for reviewing, determining, and implementing speed zones on NSW public roads. The Standard considers road and roadside hazards (which may include animals) in the setting of safe speed limits, amongst other factors. The Standard highlights the presence of road and roadside hazards can influence the speed at which drivers may travel as well as the severity of any crashes that may occur. While roadside hazards can vary along a length of road, the frequency and severity of the hazards should be considered when determining a speed zone.

Transport for NSW provides information to the community on how to drive safely where there are likely to be animals on country roads. This includes reminders to slow down, brake safely and look out for animal warning signs.

Question no: 721

721. Can TfNSW advise on the number of bridge-related incidents on the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, there were two crashes with crash features relating to a bridge.

Question no: 722

722. Can TfNSW advise on the frequency and results of roadworthiness checks for freight vehicles on the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 723

723. Can TfNSW advise on the number of incidents involving hazardous material spills on the Mitchell Highway and the response protocols?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW emergency services are responsible for emergency incident responses. Transport for NSW supports combat agencies, such as such as Fire and Rescue NSW, NSW Police and NSW Environmental Protection Authority with traffic management and recovery.

Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible.

Question no: 724

724. Can TfNSW advise on the types of vehicles most commonly involved in crashes on the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, of the 100 crashes which occurred on the Mitchell Highway, the traffic unit types included:

Vehicle type	No. of crashes
Car / Car derivative	69

Light truck	38	
Articulated truck	12	
Motorcycle	7	
Heavy rigid truck	4	
Other motor vehicle	2	
Pedal cycle	2	
Bus	1	
Pedestrian	1	
Total	100	

Question no: 725

725. Can TfNSW advise on the average load of freight vehicles on the Mitchell Highway and how this correlates with crash rates?

Answer:

I am advised:

Yes, Transport for NSW advises that according to the CSIRO Transit Tool, the average is estimated at 16.8 tonnes per trailer. However, the tool does provide a correlation between this and crash rates.

Question no: 726

726. Can TfNSW advise on the implementation of intelligent transport systems on the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it installs intelligent transport systems technology and devices on regional highways for Heavy Vehicle Inspection Stations.

Question no: 727

727. Can TfNSW advise on the statistics of intersection-related crashes on the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, of the 100 crashes on the Mitchell Highway, 42 crashes occurred at intersection locations (16 X-intersection, 22 T-junction, and 4 on roundabout).

Question no: 728

728. Can TfNSW advise on the measures being taken to improve the structural integrity of the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it monitors the structural condition of the Mitchell Highway, between Bathurst and the Queensland border, with a specialised vehicle which outputs the structural condition of the road. This is then compared to observations of the road carried out by Transport for NSW staff in order to prioritise sections of the Mitchell Highway that are not meeting the performance standards required. These are prioritised for repair or rehabilitation subject to the available budget.

Regular maintenance activities such as vegetation control and drainage maintenance work provide the first line of defence against moisture entering the pavement and creating issues.

Question no: 729

729. Can TfNSW advise on the rate of compliance with seatbelt laws on the Mitchell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, of the 100 crashes on the Mitchell Highway, there was one crash where a seatbelt was not worn.

Observational research by Transport for NSW published in 2021 found more than 99.3 percent of all observed drivers and front seat passengers were wearing their seatbelt correctly fitted and adjusted, and that compliance was slightly higher in regional and rural areas than metro areas.

Enforcement of seatbelt laws is a matter for NSW Police.

Question no: 730

730. Can TfNSW advise on the projected increase in commercial traffic efficiency once the Great Western Highway upgrade is complete?

Answer:

I am advised:

Yes, Transport for NSW advises projects within the Great Western Highway Upgrade Program have been paused, with the exception of the Medlow Bath and Cocks River Road projects. Transport for NSW is deferring work on all other projects included within the broader Great Western Highway upgrade program.

With the exception of projects already under construction, the Great Western Highway upgrade program was included in the Australian Government's Independent Strategic Infrastructure Review.

On 16 November 2023, the Australian Government released the outcome of review, which advised the remaining projects within the Great Western Highway upgrade program will not receive Australian Government funding at this time.

Question no: 731

731. Can TfNSW advise on the expected impact on local businesses during the construction phase of the Great Western Highway upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 732

732. Can TfNSW advise on how the highway upgrade will affect property values in the surrounding areas?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 733

733. Can TfNSW advise if the upgrade will lead to a reduction in vehicle operating costs for freight companies?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 734

734. Can TfNSW advise on the projected job creation during the construction phase of the highway upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 735

735. Can TfNSW advise how the Great Western Highway upgrade will enhance tourism access to regional areas?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 736

736. Can TfNSW advise on the expected time savings for commuter's post-upgrade and how this translates into economic benefits?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 737

737. Can TfNSW advise if there are plans to develop new commercial hubs along the upgraded highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 738

738. Can TfNSW advise on the cost-benefit analysis of the Great Western Highway upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 739

739. Can TfNSW advise on the expected reduction in accident rates and associated economic savings?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 740

740. Can TfNSW advise how the upgrade will impact the logistics and supply chain efficiency for businesses?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 741

741. Can TfNSW advise if there will be improved access to markets for regional producers?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 742

742. Can TfNSW advise on the potential for the upgrade to facilitate new investments in the regions it connects?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 743

743. Can TfNSW advise on how the highway upgrade will influence the economic development of rural communities?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 744

744. Can TfNSW advise if the Great Western Highway upgrade will reduce congestion costs?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 745

745. Can TfNSW advise on the anticipated increase in traffic capacity and its economic implications?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 746

746. Can TfNSW advise on any measures taken to mitigate the environmental impact and the long-term economic benefits of these measures?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 747

747. Can TfNSW advise on the expected economic impact of better connecting Western Sydney with the Central West?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 748

748. Can TfNSW advise if there are any predicted savings in transportation costs for industries along the highway corridor?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 749

749. Can TfNSW advise on the types of new businesses expected to emerge as a direct result of the highway upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 750

750. Can TfNSW advise on how the highway improvements might affect the competitiveness of regional exports?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 751

751. Can TfNSW advise if the upgrade includes features that cater to future technological advancements, such as electric vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 752

752. Can TfNSW advise on how the improved highway will affect warehousing and distribution strategies for businesses?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 753

753. Can TfNSW advise on whether the upgraded highway will support increased intermodal transport connections?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 754

754. Can TfNSW advise on the role of the upgraded highway in disaster management and economic resilience?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 755

755. Can TfNSW advise if the upgrade will lead to enhanced safety features that reduce insurance premiums for road users?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 756

756. Can TfNSW advise on how the highway upgrade might reduce barriers to entry for new businesses in the region?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 757

757. Can TfNSW advise on whether the upgrade is expected to facilitate faster emergency services response times?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 758

758. Can TfNSW advise on the provisions for pedestrian and cycling infrastructure within the highway upgrade and their economic implications?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 759

759. Can TfNSW advise on the impact of the highway upgrade on local employment rates in the long term?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 760

760. Can TfNSW advise if there will be an increase in public transport efficiency associated with the highway upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 761

761. Can TfNSW advise on the expected increase in retail and service demand along the upgraded highway corridor?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 762

762. Can TfNSW advise how the upgrade may affect seasonal businesses, particularly in tourism-driven economies?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 763

763. Can TfNSW advise on any potential for international trade improvements due to the highway upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 764

764. Can TfNSW advise if the upgrade will result in better access to educational institutions and the economic impact of this improved access?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 765

765. Can TfNSW advise on how the Great Western Highway upgrade will integrate with other transportation projects and the overall economic impact?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 766

766. Can TfNSW advise on any expected improvements in public health outcomes due to reduced traffic pollution and its economic benefits?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 767

767. Can TfNSW advise on the potential for the highway upgrade to unlock under-utilised land for development?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 768

768. Can TfNSW advise if the highway upgrade includes smart traffic management systems and their economic advantages?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 769

769. Can TfNSW advise on whether there will be improvements to freight handling facilities as part of the highway upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 770

770. Can TfNSW advise on how the upgrade might encourage a modal shift from road to rail for freight, and the subsequent economic effects?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 771

771. Can TfNSW advise on whether the upgrade includes enhancements to road surface quality that may lead to lower maintenance costs?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 772

772. Can TfNSW advise on the forecasted return on investment for the Great Western Highway upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 773

773. Can TfNSW advise on how the upgrade might improve the economic viability of regional tourism events?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 774

774. Can TfNSW advise if the upgrade will have any impact on the price of goods transported along the route due to improved efficiencies?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 775

775. Can TfNSW advise on the economic benefits of any reduction in travel time variability for commercial traffic?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 776

776. Can TfNSW advise on how the upgrade may affect the agricultural sector in terms of transport and distribution?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 777

777. Can TfNSW advise on whether there will be specific facilities for oversized vehicles and the economic implications for industries that rely on them?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 778

778. Can TfNSW advise on the potential for the upgrade to support the growth of the local economy by improving access to national highways?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 779

779. Can TfNSW advise on the sustainability measures incorporated into the highway upgrade and any associated long-term economic benefits?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 730.

Question no: 780

780. Can TfNSW advise on the total number of vehicle collisions on Bells Line of Road in the past year?

Answer:

I am advised:

Yes, Transport for NSW advises there were 51 crashes on Bells line of Road in 2022, with the following breakdown by degree of crash: 2 fatal, 12 serious injury, 17 moderate injury, 4 minor/other, 16 non-casualty (tow-away).

Question no: 781

781. Can TfNSW advise if there has been a trend in the frequency of crashes on Bells Line of Road over the last five years?

Answer:

I am advised:

Yes, Transport for NSW advises there have been 287 crashes reported in Bells Line of Road between 2018-2022.

Reporting year	Fatal	Serious Injury	Moderate Injury	Minor/Other Injury	Non-casualty (towaway)	Total
2018	2	23	18	7	20	70
2019	2	11	22	4	16	55
2020		11	27	10	20	68
2021	1	3	14	7	18	43
2022	2	12	17	4	16	51
Total	7	60	98	32	90	287

Question no: 782

782. Can TfNSW advise on the common causes of crashes reported on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises that of the 51 crashes on Bells line of Road in 2022, 17 involved speeding, eight involved fatigue, two involved illicit drugs, and no crashes involving alcohol.

Question no: 783

783. Can TfNSW advise on the percentage of crashes involving heavy freight vehicles on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises there have been approximately 6 per cent (3 out of 51) crashes involving heavy freight vehicles on the Bells line of Road in the year 2022.

Question no: 784

784. Can TfNSW advise on the current measures in place to reduce crash rates on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises some of the measures in place to reduce crash rates on Bells Line of road include:

- Traffic management such as weather variable speed limits, line marking, regulatory and warning signage.
- Road infrastructure such as barriers, lighting and guideposts.
- Snow and ice on road behavioural campaigns are run along Bells Line of Road during winter.
- A speed zone review is currently being conducted on Bells Line of Road between Bell and Mount Tomah.

Question no: 785

785. Can TfNSW advise on the number of fatal accidents on Bells Line of Road in the most recent year of available data?

Answer:

I am advised:

Yes, Transport for NSW advises there have been seven fatal crashes on the Bells Line of Road between 2018 and 2022.

Question no: 786

786. Can TfNSW advise on how crash data on Bells Line of Road compares to similar roads in the region?

Answer:

I am advised:

Yes, Transport for NSW advises NSW has many State roads. Without specifying which roads, this analysis cannot be undertaken.

Question no: 787

787. Can TfNSW advise on the impact of adverse weather on crash rates on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises below are the number of crashes in Bells Line of Road in year 2022 for various whether conditions.

Weather	Fatal	Serious Injury	Moderate Injury	Minor/Other Injury	Non-casualty (towaway)	Total
Fine		11	10	2	10	33
Raining	1		3		4	8
Overcast	1	1	1	1		4
Other			1		1	2
Unknown			2	1	1	4
Total	2	12	17	4	16	51

Question no: 788

788. Can TfNSW advise on any correlations between traffic volume and crash incidents on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises that its crash database does not hold traffic volume.

Question no: 789

789. Can TfNSW advise if there are specific times of day when crashes are more frequent on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises the maximum number of crashes have occurred between 8:00 am. to 10:00 am. (16 per cent) and 2:00 pm to 4:00 pm (16 per cent) followed by 10:00 am to 12:00 pm (14 per cent) and 6:00 am to 8:00 am (9 per cent) in the year 2022.

Question no: 790

790. Can TfNSW advise on the most common types of vehicles involved in crashes on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises around 71 per cent of crashes on the Bells Line of Road in 2022 involved a car/car derivative, 35 per cent crashes involved a light truck and 14 per cent involved a motorcycle. Heavy vehicles (including Heavy Rigid Trucks and Buses) were involved in around 10 per cent of crashes.

Question no: 791

791. Can TfNSW advise on the frequency of pedestrian-involved incidents on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises that in 2022, there was only one serious injury crash that occurred on the Bells Line of Road where a pedestrian was involved.

Question no: 792

792. Can TfNSW advise on the implementation of any new traffic safety laws on Bells Line of Road in recent years?

Answer:

I am advised:

Yes, Transport for NSW advises Road safety legislation and regulation applies state-wide and not for individual roads. Road rules change from time to time and are communicated in a number of ways. When there is a significant road rule change in NSW, there is a public education campaign. When road rules change, Transport for NSW updates all affected resources and publications and informs relevant stakeholders.

Transport for NSW publishes up-to-date road rule information on its website and via the Road User Handbook – see <https://roads-waterways.transport.nsw.gov.au/roads/safety-rules/index.html>.

The NSW Government recently announced that mobile phone detection camera cameras will be used to enforce seatbelt non-compliance from around mid-2024, following a set-up period of about 6 months. There will not be any warning letter period once camera enforcement of seatbelt laws commences. An extensive educational campaign will inform the community about this enforcement change.

Question no: 793

793. Can TfNSW advise on the status of crash data transparency and public accessibility for Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises there is a public portal which provides crash statistics that can be accessed by the public at:

<https://www.transport.nsw.gov.au/roadsafety/statistics/interactive-crash-statistics>

Question no: 794

794. Can TfNSW advise if there is a seasonal pattern to crashes on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises the number of crashes on the Bells line of Road in past five years between 2018 and 2022 by seasons are as below:

- Summer (Dec to Feb): 57 crashes
- Autumn (March to May): 81 crashes
- Winter (June to August): 79 crashes
- Spring (Sep to Nov): 70 crashes

There have been more crashes in Autumn and Winter than other seasons in the years 2018-2022 on the Bells Line of Road.

Question no: 795

795. Can TfNSW advise on the average response time for emergency services to crashes on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the Police and Emergency Services.

Question no: 796

796. Can TfNSW advise on the steps being taken to address black spots on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises it does not use the term 'black spots' on the State-managed road network.

Transport for NSW carries out crash density modelling every 12 months. The modelling takes into account distribution of crashes, types of crashes, crash severity and land-use. The crash cluster information is used to assist with the identification of future safety projects on the State-managed road network, including Bells Line of Road.

As part of those future safety projects, evidence-based counter measures that are proven to reduce particular road crash types are mitigated by proposing treatments that provide the highest crash reduction factor.

The Australian Government Black Spot Program targets local and regional roads where crashes are occurring or are at risk of occurring by funding measures such as traffic signals and roundabouts at dangerous locations.

Question no: 797

797. Can TfNSW advise on the proportion of crashes on Bells Line of Road that involve out-of-state drivers?

Answer:

I am advised:

Yes, Transport for NSW advises that in 2022, there have been only two crashes on the Bells Line of road where the driver or the rider were not from NSW.

Question no: 798

798. Can TfNSW advise on the use of traffic cameras to monitor and prevent crashes on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises that traffic cameras are used for live monitoring of traffic and incident management on the NSW road network. These cameras are not considered to have an impact on crash rates.

Question no: 799

799. Can TfNSW advise on the effectiveness of current signage on Bells Line of Road in preventing crashes?

Answer:

I am advised:

Yes, Transport for NSW advise to refer to the response to Supplementary Question 594.

Question no: 800

800. Can TfNSW advise if there are any specific stretches of Bells Line of Road that are more prone to accidents?

Answer:

I am advised:

Yes, Transport for NSW advises that in 2022, out of a total of 51 crashes on the Bells Line of Road, there have been around 50 per cent (25 crashes) between the intersection with Redbank Road in North Richmond and at the intersection with Macquarie Street in Windsor.

Question no: 801

801. Can TfNSW advise on the presence of wildlife crossing signs and their effectiveness on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises the installation of two variable messaging signs in collaboration with WIRES warning of koala and wildlife movements across the Bells Line of Road. The signage is to remain in place over the determined periods of higher movement.

Question no: 802

802. Can TfNSW advise on the rate of drink-driving related crashes on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises there were nil crashes reported on the Bells Line of Road in 2022 that involved alcohol.

Question no: 803

803. Can TfNSW advise on the enforcement of speed limits on Bells Line of Road and its effect on crash rates?

Answer:

I am advised:

Yes, Transport for NSW advises that in addition to speed enforcement activities undertaken by NSW Police, there is a fixed speed camera on Bells Line of Road, Kurrajong Heights and mobile speed camera enforcement is undertaken at several sites on Bells Line of Road.

The 1-kilometre section of Bells Line of Road, Kurrajong Heights where the fixed speed camera is located experienced a 59 per cent reduction in injuries and a 38 per cent reduction in casualty crashes when the five years prior to the camera being installed were compared to the period after installation (data was available up to 31 December 2020).

Transport for NSW does not assess the effectiveness of individual mobile speed camera enforcement sites on crash rates.

Question no: 804

804. Can TfNSW advise on the number of hit-and-run incidents on Bells Line of Road in the last year?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for NSW Police.

Question no: 805

805. Can TfNSW advise on the level of freight traffic on Bells Line of Road compared to passenger vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises that according to Transport for NSW Traffic Volume Viewer, heavy vehicles represented 16.6 per cent of average vehicle counts in 2023 (to October).

Question no: 806

806. Can TfNSW advise on any weight restrictions for freight vehicles on Bells Line of Road and the reasons for these?

Answer:

I am advised:

Yes, Transport for NSW advises that: OSOM (Oversize Overmass)- structure is restricted for platform trailers.

PBS (Performance Based Standards) – mapped for level 1 GML (general mass limits)/CML (concessional mass limits) access only (listed as restricted at HML (higher mass limits)). Level 2 vehicles less than 20 metres long have been granted access with a condition that westbound mass cannot exceed 50.5 tonne, eastbound mass cannot exceed 57.5 tonne.

19 metre B-doubles mapped for GML/ CML access only (50-55 tonne).

Challenges with road geometry currently prohibit approving B-doubles (Level 2) vehicles.

In relation to assets, such as road over rail bridges, road access decisions require consultation with rail infrastructure managers, such as Sydney Trains, to have an engineering perspective/assessment as part of access decisions.

Question no: 807

807. Can TfNSW advise on the average daily number of heavy trucks using Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises that according to Transport for NSW Traffic Volume Viewer, there is an average of 464 heavy vehicles using Bells Line of Road each day (January to October 2023).

Question no: 808

808. Can TfNSW advise on any planned infrastructure projects on Bells Line of Road aimed at improving freight efficiency?

Answer:

I am advised:

Yes, Transport for NSW advises that on 18 January 2023, the Australian Government announced \$100 million funding for safety upgrades to the Bells Line of Road.

The works are currently being developed and will focus on improving road safety, network efficiency, network resilience, and freight accessibility. Pending confirmation of Australian Government funding, the indicative program is for the scoping phase to commence in January 2024, with construction to start in January 2029 and be completed by June 2031.

Question no: 809

809. Can TfNSW advise on the types of freight most commonly transported on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises that, according to the CSIRO Transit Tool, the top five commodities are household waste, concrete, rock, gravel and unleaded fuel.

Question no: 810

810. Can TfNSW advise on the impact of freight traffic on road surface degradation on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicles impact all roads and their maintenance. The impact is dependent on the vehicle configuration including size, load and axle configuration of the heavy vehicle. As a result, road pavements are designed for an expected number of heavy vehicle movements, with different pavement types more appropriate for different traffic loadings and locations. Different pavement types have different maintenance schedules, and the type of pavement can vary along the length of any specific road. Access to the road network for higher productivity vehicles improves safety sustainability and productivity and reduces the number of truck trips required for the freight task.

Question no: 811

811. Can TfNSW advise on the frequency of road maintenance on Bells Line of Road and its correlation with freight traffic volumes?

Answer:

I am advised:

Yes, Transport for NSW advise to refer to the response to Supplementary Question 810.

Question no: 812

812. Can TfNSW advise on the compliance rates of freight vehicles with safety regulations on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 813

813. Can TfNSW advise on the occurrence of freight vehicle rollovers on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises that there have been no freight vehicle rollovers on Bells line of Road in 2022.

Question no: 814

814. Can TfNSW advise on the procedures for hazardous material spills from freight vehicles on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW Emergency Services is responsible for emergency incident response. Transport for NSW supports combat agencies, such as such as the NSW Fire Brigade, NSW Police and the Environmental Protection Authority with traffic management and recovery. Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible.

Question no: 815

815. Can TfNSW advise on the impact of oversized freight vehicles on traffic flow and safety on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises that vehicles over 2.9 metres in width and/or 19 metres in length require a permit. Permits are issued for a maximum of three months. Conditions include a minimum of one pilot vehicle and the operator must contact NSW Police for any additional pilot and/or escort requirements. Travel is only permitted between sunrise and sunset.

Question no: 816

816. Can TfNSW advise on the measures in place to ensure the safe coexistence of freight and passenger traffic on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises that the state road network is designed for all road users.

Transport for NSW continues to implement the proven Safe System approach to road safety, by focussing on initiatives that lead to safer roads, speeds, people and vehicles, which when implemented together allow the road system to not only keep us moving, it also keeps us safe.

Transport for NSW works with the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW. Transport for NSW runs road safety campaigns and programs aimed at heavy vehicle drivers, with further information available at: <https://www.transport.nsw.gov.au/roadsafety/road-users/drivers/heavy-vehicles>.

Transport for NSW also runs road safety campaigns aimed at other road users to raise awareness of safety around heavy vehicles. Further information is available at <https://www.transport.nsw.gov.au/roadsafety/road-users/drivers/be-truck-aware>.

The National Heavy Vehicle Regulator also runs road safety campaigns targeting heavy vehicles.

Question no: 817

817. Can TfNSW advise on the challenges faced by freight vehicles on the mountainous sections of Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises that the terrain along the Bells Line of Road makes it challenging for heavy vehicles traversing the route. Advisory signs are in place to assist heavy vehicles navigate the mountainous Bells Line of Road. The National Heavy Vehicle Regulator provides a NHVR Portal for to help heavy vehicle drivers plan their trips.

Question no: 818

818. Can TfNSW advise on the availability of rest areas for freight drivers along Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises there are four rest areas along Bells Line of Road and an interactive rest area map is available to find rest stops along the NSW major roads and highways. The map assists journey planning and managing rest breaks and allows customers to filter rest stops by vehicle type and rest stop facilities and is available at: <https://maps.transport.nsw.gov.au/egeomaps/rest-areas/>

Question no: 819

819. Can TfNSW advise on the effectiveness of current rest area facilities for fatigue management among freight drivers on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises that it recognises the need to improve the number and quality of rest stops on the NSW state road network and the role rest stops play in supporting heavy vehicle driver wellbeing and compliance with fatigue management regulation. There is evidence that suggests the provision of rest areas reduces fatigue related heavy vehicle crashes.

Question no: 820

820. Can TfNSW advise on any recent changes to freight transport regulations affecting Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises that the National Access Framework for heavy vehicles, led by Austroads is intended to help road managers optimise access for higher productivity vehicles and improve road safety while also reducing emissions and infrastructure wear. A national approach will help road managers work together to deliver productivity, safety, environmental and community amenity benefits.

Question no: 821

821. Can TfNSW advise on the strategies being implemented to manage the growth of freight traffic on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises that in January 2023, the Australian Government announced \$100 million funding for safety upgrades to the Bells line of Road from Bell to Kurrajong Heights. This program of work aims to improve road safety and network efficiency, network resilience, and improved freight accessibility and infrastructure.

Question no: 822

822. Can TfNSW advise on the involvement of freight vehicles in crashes at intersections on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises that in 2022, there have been three crashes (two fatal and one serious injury) involving freight vehicles at the non-intersection. There have been nil crashes involving freight vehicles at intersections.

Question no: 823

823. Can TfNSW advise on the contribution of freight traffic to congestion levels on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises based on information on the Traffic Volume Viewer, heavy vehicle traffic makes up 16 per cent of traffic on Bells Line of Road.

Question no: 824

824. Can TfNSW advise on the monitoring and enforcement of freight vehicle speed on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises that information on locations of all speed camera enforcement is available at <https://www.transport.nsw.gov.au/roadsafety/topics-tips/speeding/enforcement-cameras>. NSW Police also enforces speed limits across NSW. Freight vehicle speed is monitored on Bells Line of Road by a fixed speed camera in Kurrajong Heights, periodic mobile speed camera enforcement at several locations and periodic speed enforcement by NSW Police.

Question no: 825

825. Can TfNSW advise on the safety training requirements for freight drivers traveling on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises that heavy vehicle driver training for licences is assessed through the Heavy Vehicle Competency Based Assessment. Further information is available at: <https://www.nsw.gov.au/driving-boating-and-transport/driver-and-rider-licences/heavy-vehicle-licences/registered-training-organisations>

Question no: 826

826. Can TfNSW advise on the coordination with local businesses relying on freight services along Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises that it works closely with local government, businesses and communities to ensure successful places and transport systems that enable economic activity. Transport for NSW also works with the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

Question no: 827

827. Can TfNSW advise on the initiatives to improve night-time visibility for drivers on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises that delineation installed on road surfaces and roadsides is monitored, and it is rehabilitated when it requires maintenance intervention.

The NSW Government encourages drivers on NSW roads to use fog lights, high beam, hazard lights and horns appropriately, particularly when driving at night. Information is available at: <https://www.nsw.gov.au/driving-boating-and-transport/roads-safety-and-rules/warnings-and-hazards/lights-and-horns>

Question no: 828

828. Can TfNSW advise on the frequency of safety audits for freight vehicles on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 829

829. Can TfNSW advise on the support available for businesses affected by freight-related road closures on Bells Line of Road?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold information on this matter. If the network is closed due to a freight related incident, Transport for NSW ensure that the LiveTraffic website is updated.

Question no: 830

830. Can TfNSW advise on the annual crash statistics for the Mid-Western Highway over the past decade?

Answer:

I am advised:

Yes, Transport for NSW advises the number of crashes on Mid-Western Highway has gone down by 30 per cent over the past decade, from 50 in 2013 to 35 in 2022. A ten-year break up of crashes is shown in the table below:

Year	No. of Crashes
2013	50
2014	46
2015	38

2016	38
2017	28
2018	31
2019	30
2020	19
2021	32
2022	35

Question no: 831

831. Can TfNSW advise if there has been an increase in heavy vehicle accidents on the Mid-Western Highway in recent years?

Answer:

I am advised:

Yes, Transport for NSW advises the number of heavy vehicle crashes on the Mid-Western Highway has increased from two in 2018, to six in 2022. Five-year break up of heavy vehicle crashes is shown in the table below:

Year	No. of Heavy Vehicle Crashes
2018	2
2019	6
2020	3
2021	4
2022	6

Question no: 832

832. Can TfNSW advise on the predominant causes of crashes reported on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that in 2022, speeding was involved in 31 per cent of the crashes and fatigue in 17 per cent of the crashes on Mid-Western Highway.

Question no: 833

833. Can TfNSW advise on the frequency of crashes at the major intersections along the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that of the 35 crashes that occurred on Mid-Western Highway in 2022, 10 (29 per cent) took place on intersection locations. Of these 10, six (60 per cent) occurred on a T-junction, three (30 per cent) on x-intersections and one (10 per cent) on a roundabout.

Question no: 834

834. Can TfNSW advise on the impact of weather conditions on crash rates on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that of the 35 total crashes on Mid-Western Highway in 2022, 30 (86 per cent) took place in fine weather conditions and five (14 per cent) during rain/overcast conditions.

Question no: 835

835. Can TfNSW advise on the measures taken to improve road safety on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that the Mid-Western Highway is regularly inspected and routine maintenance is carried out. Transport for NSW works closely with NSW Police and other external stakeholders to deliver a range of successful educational and behavioural campaigns including but not limited to, caravan weighing days, child restraint programs and win a swag competition. NSW Police continues to monitor and enforce road laws.

Question no: 836

836. Can TfNSW advise on the percentage of crashes involving freight vehicles on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that of the 35 crashes that occurred on Mid-Western Highway in 2022, six (17 per cent) involved a heavy vehicle.

Question no: 837

837. Can TfNSW advise on the statistics regarding head-on collisions on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that in 2022, there were three head-on crashes on Mid-Western Highway, including one each for serious injury, moderate injury and non-casualty (towaway) crash.

Question no: 838

838. Can TfNSW advise on the current traffic volume and how it correlates with crash data on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport advises the traffic count along the Mid Western Highway ranges from 715 to 3317 (data recorded 2021). The crash statistics along the Mid Western Highway in the period from 2018 to 2022 are 109 reported crashes.

Question no: 839

839. Can TfNSW advise if there are particular stretches of the Mid-Western Highway that show higher crash rates?

Answer:

I am advised:

Yes, Transport for NSW advises that of the 35 total crashes in 2022, 23 (66 per cent) occurred between the intersection of Mid-Western Highway with Olympic Highway, and the intersection of Mid-Western Highway with Mitchell Highway.

Question no: 840

840. Can TfNSW advise on the trends in crash severity on the Mid-Western Highway over the last five years?

Answer:

I am advised:

Yes, Transport for NSW advises that the below table shows the number of crashes on the Mid-Western Highway over the last five years, in terms of the degree of severity of crash.

Year	Fatal	Serious Injury	Moderate Injury	Minor/ Other Injury	Non-Casualty (towaway)	Total
2018	2	9	9	2	9	31
2019	3	7	9	4	7	30
2020	0	6	7	3	3	19
2021	2	9	12	1	8	32
2022	1	9	13	3	9	35

Question no: 841

841. Can TfNSW advise on the rate of seat belt usage among crash victims on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that of the 27 motor vehicle occupant casualties on the Mid-Western Highway in 2022, 24 (89 per cent) were reported as wearing a seatbelt, while the status of seatbelt usage for three (11 per cent) of these casualties was unknown.

Question no: 842

842. Can TfNSW advise on the number of crashes involving impaired drivers on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that in 2022, there were no crashes reported on Mid-Western Highway which involved drivers with illegal levels of alcohol.

Question no: 843

843. Can TfNSW advise if there has been a change in the number of pedestrian accidents on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that there have been three crashes on Mid-Western Highway involving pedestrians in the five-year period between 2018-2022, one each in 2018, 2020 and 2022. All three were moderate injury crashes.

Question no: 844

844. Can TfNSW advise on the effectiveness of current speed limits in reducing crashes on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that speed zones across NSW are constantly reviewed and assessed in accordance with the NSW Speed Zoning Standard Information available at: <https://standards.transport.nsw.gov.au/search-standardspecific/?id=TBA%20-%200004459:2022#overhead>).

Factors including crash profile, road function, road use, roadside development, road characteristics, traffic mix, crash history and the presence of vulnerable road users, such as pedestrians, motorcyclists and bicycle riders inform this assessment.

Speed limits are set to balance safety and mobility needs to reduce the risk of a crash occurring, and so that any collisions are likely to be survivable. In setting speed limits based on Safe System principles, it is vital to take into account a range of factors, such as the threshold of physical resistance of the human body to the energy released during crashes, the road's function and its type of users. As far as possible, it is also important to make sure the layout of the road and its surroundings match that function. This approach

ensures that speed limits are safe and appropriate, allowing time for drivers travelling at the limit to detect a hazard and react quickly enough to brake or take evasive action.

Question no: 845

845. Can TfNSW advise on the role of wildlife in road accidents on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that in 2022, there was one crash reported on Mid-Western Highway where a vehicle struck an animal.

Question no: 846

846. Can TfNSW advise on the number of crashes involving motorcycles on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that of the 35 total crashes that occurred on Mid-Western Highway in 2022, four (11 per cent) involved a motorcycle.

Question no: 847

847. Can TfNSW advise if distracted driving has been a growing issue on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that over the five-year period between 2018-2022, there have been 14 crashes reported on Mid-Western Highway where the driver was distracted. This has gone up from two such crashes in 2018 to four in 2022.

Question no: 848

848. Can TfNSW advise on the enforcement of road rules on the Mid-Western Highway and its effect on crash rates?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW Police are responsible for the enforcement of the road rules in NSW. Transport for NSW administers automated enforcement camera programs to complement NSW Police which focus on speeding, red-light running and illegal mobile phone use.

In addition to enforcement activities undertaken by NSW Police on Mid-Western Highway, mobile speed camera enforcement is undertaken at several sites.

Transport for NSW does not assess the effectiveness of individual mobile speed camera enforcement sites on crash rates.

Question no: 849

849. Can TfNSW advise on the breakdown of crash data by time of day on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that of the 35 crashes that occurred on Mid-Western Highway in 2022, 23 (65 per cent) took place between 10am-4pm.

Question no: 850

850. Can TfNSW advise on the comparison of crash data between the Mid-Western Highway and other similar roads?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW has many State highways. Without specifying which highways, this analysis cannot be undertaken.

Question no: 851

851. Can TfNSW advise on the age demographics of those involved in crashes on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that of the 51 road users who were involved in crashes on the Mid-Western Highway in 2022, 10 (20 per cent) were in the 50-59 age group, eight (16 per cent) in the 40-49 age group, and eight (16 per cent) in the 20-29 age group. Age groupings are shown in the table below:

Age groupings	No. of Road Users
10-19	6
20-29	8
30-39	6
40-49	8
50-59	10
60-69	6
70-79	3
80-89	3
90+	1

Question no: 852

852. Can TfNSW advise on the average response time for emergency services to crashes on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this question should be referred to Emergency NSW.

Question no: 853

853. Can TfNSW advise on the number of crashes that result in road closures on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises a review of available data sources indicate up to 23 crashes resulted in road closures along the Mid-Western Highway.

Question no: 854

854. Can TfNSW advise on the economic impact of crashes on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises as per below table:

Reporting Year	Degree of crash - detailed	No. of Crashes	Total cost*	Total cost (\$m)
2022	Fatal	1	\$ 9,700,635	\$ 9.70
	Serious injury	9	\$ 5,856,093	\$ 5.86
	Moderate injury	13	\$ 1,434,108	\$ 1.43
	Minor/other injury	3	\$ 303,123	\$ 0.30
	Non-casualty (towaway)	9	\$ 2,149,002	\$ 2.15
Total		35	\$19,442,961	\$ 19.44

* average costs of a crash by the degree of crash stats used in the calculation

** Calculated using 2023 Transport for NSW Economic Parameter Values

Question no: 855

855. Can TfNSW advise on the crash data comparison before and after major roadworks on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that roadwork status is not reported in its crash database. There have been different types of roadworks on the Mid-Western Highway.

It takes an extended period of time to see trends in crash data whereas road works are generally over comparatively short periods.

Question no: 856

856. Can TfNSW advise on the number of fatal crashes on the Mid-Western Highway each year?

Answer:

I am advised:

Yes, Transport for NSW advises there have been eight fatal crashes on the Mid-Western Highway over the five-year period between 2018-2022. The annual break up is as shown in the table below:

Year	No. of Fatal Crashes
2018	2
2019	3
2020	0
2021	2
2022	1

Question no: 857

857. Can TfNSW advise on the effectiveness of driver fatigue awareness campaigns on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it runs the 'Don't Trust Your Tired Self' campaign aimed at helping drivers recognise the signs of fatigue, maintain awareness of the risks of driving tired, and educate drivers on how to avoid driving tired. In Financial Year 2022-23, the campaign ran across NSW on out of home, digital, radio, social media and TV.

Attitudinally, in regional NSW there has been a positive shift in agreement amongst campaign recognisers that feeling tired on long trips increases the risk of a crash, from 72 per cent to 76 per cent. The campaign website (testyourtiredself.com.au) provides drivers with a way to assess their tiredness before getting behind the wheel. Since its launch in 2013, this website has had more than 1.3 million visitors.

Transport for NSW develops and runs campaigns to encourage safe behaviours on our roads. These include both State-wide and localised campaigns. Localised campaigns are not usually confined to a single highway. Localised campaigns in 2023 that could be expected to encourage awareness of driver fatigue on the Mid-Western Highway include:

- Activations at significant events in regional NSW that attract visitors from across NSW, including Dubbo Motorfest, Bathurst 1000 at Mount Panorama
- Hunting campaign, targeting fatigued driving for amateur hunters in the State's west
- Harvest campaign, promoting fatigue awareness and 'sharing the road' safety during the grain harvest
- Winter weather campaign targeting alpine conditions in the Central Tablelands area.

Given the scope of these campaigns is not limited to the Mid-Western Highway and that State-wide campaigns may also be a contributing factor, Transport for NSW does not hold information on the direct impact of a particular campaign on driving behaviours on the Mid-Western Highway.

Question no: 858

858. Can TfNSW advise on the volume of freight traffic on the Mid-Western Highway and its growth over the past decade?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information.

Question no: 859

859. Can TfNSW advise on the impact of freight volume on road maintenance needs for the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that heavy vehicles impact all roads and their maintenance. The impact is dependent on the vehicle configuration including size, load and axle configuration of the heavy vehicle. As a result, road pavements are designed for an expected number of heavy vehicle movements, with different pavement types more appropriate for different traffic loadings and locations.

Maintenance costs are a function of the type of pavement, the underlying geology, the weather, the traffic loading and the availability of required materials. Different pavement types have different maintenance schedules, and the type of pavement can vary along the length of any specific road. Access to the road network for higher productivity vehicles improves safety sustainability and productivity and reduces the number of truck trips required for the freight task.

Question no: 860

860. Can TfNSW advise on the average load weights of freight vehicles on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that, according to the CSIRO Transit Tool, the estimated average load is 204 tonnes per trailer.

Question no: 861

861. Can TfNSW advise if there are any restrictions for freight vehicles on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that at the rail level crossing at Caragabal – conditional access for Oversize Overmass. Access restricted for PBS (Performance Based Standards) vehicles exceeding 26 metres in length. There are no mass restrictions for Performance Based Standards vehicles. Oversize Overmass – 2x8 +10x8 is approved up to 16 tonne/axle

Question no: 862

862. Can TfNSW advise on the compliance rates for freight regulations on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 863

863. Can TfNSW advise on the frequency of inspections for freight vehicles on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 864

864. Can TfNSW advise on the accident rates for freight vehicles in comparison to passenger vehicles on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there were 31 crashes on Mid-Western Highway in 2022 that involved a passenger vehicle (car/car derivative, light truck, motorcycle) and six involved a freight vehicle.

Question no: 865

865. Can TfNSW advise on the types of freight most commonly transported on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that, according to the CSIRO Transit Tool, the top five commodities are grain wheat, grain barley, harvested softwood, unleaded fuel and diesel fuel.

Question no: 866

866. Can TfNSW advise on the safety records of freight companies using the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it does not collect information in the format requested (use of specific highway).

Question no: 867

867. Can TfNSW advise on the training requirements for freight drivers on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that heavy vehicle driver training for licences is assessed through the Heavy Vehicle Competency Based Assessment. Further information is at: <https://www.nsw.gov.au/driving-boating-and-transport/driver-and-rider-licences/heavy-vehicle-licences/registered-training-organisations>

Question no: 868

868. Can TfNSW advise on the peak hours for freight traffic on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information.

Question no: 869

869. Can TfNSW advise on the measures in place to ensure the safe coexistence of freight and passenger traffic on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that its Sharing the Road campaign provides information and advice for drivers to share the road safely with vulnerable road users. Information is available at: <https://www.transport.nsw.gov.au/roadsafety/road-users/drivers/sharing-road>.

Question no: 870

870. Can TfNSW advise on the strategies being developed to manage increasing freight demand on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there is a Heavy Vehicle Access Policy Framework, which can be found at: <https://www.transport.nsw.gov.au/operations/freight-hub/heavy-vehicle-access-policy-framework>

Question no: 871

871. Can TfNSW advise on the use of technology to monitor freight traffic and safety on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there are a variety of cameras installed across the State which are generally used for monitoring traffic and taking actions to improve traffic flow by the Transport Management Centre. Other cameras provide live images on livetraffic.com and are generally providing fixed images. These cameras provide live feeds and the images are not stored as their purpose is to manage traffic, monitor events and assist with responses to incidents on the road network.

Question no: 872

872. Can TfNSW advise on the infrastructure improvements planned for handling freight on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that transport planning for the network and projects take into consideration a range of data including traffic data, freight commodity, land use and future projections. As well as information provided by the community and key stakeholders during engagement and consultation processes.

Question no: 873

873. Can TfNSW advise on the protocols for handling hazardous material spills from freight vehicles on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this question should be referred to the Environment Protection Authority.

Question no: 874

874. Can TfNSW advise on the impact of freight traffic on local communities along the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that the Mid Western Highway traverses through many local communities. Individual traffic management plans are provided to motorists at each

community entry and exit to advise on the preferred route for heavy vehicles to minimise any impact to local communities.

Question no: 875

875. Can TfNSW advise on the initiatives taken to reduce freight-related accidents on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that road safety is the responsibility of all road users. Transport for NSW works with the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

Transport for NSW regularly undertakes a range of road safety initiatives on the Mid Western Highway, including speed management and behavioural initiatives which are targeted at reducing crashes of all types of road users including freight. Further information is available at <https://www.transport.nsw.gov.au/roadsafety/road-users/drivers/be-truck-aware>

Transport for NSW also run road safety campaigns and programs aimed at heavy vehicle drivers, with further information available at <https://www.transport.nsw.gov.au/roadsafety/road-users/drivers/heavy-vehicles>.

An annual campaign highlighting harvest vehicle safety is conducted across Transport for NSW West Region from November to January each year.

The National Heavy Vehicle Regulator also runs road safety campaigns targeting heavy vehicles.

Heavy vehicle driver training for licences is assessed through the Heavy Vehicle Competency Based Assessment. Further information is at: <https://www.nsw.gov.au/driving-boating-and-transport/driver-and-rider-licences/heavy-vehicle-licences/registered-training-organisations>.

Question no: 876

876. Can TfNSW advise on the partnership with freight companies to improve road safety on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport advises that while there is not a direct partnership with freight companies, a number of ongoing Road Safety campaigns are delivered following consultation with freight companies.

Question no: 877

877. Can TfNSW advise on the rates of compliance with weight limits by freight vehicles on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 878

878. Can TfNSW advise on the improvements made to freight vehicle rest areas on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it is working in consultation with the freight industry and heavy vehicle drivers to improve heavy vehicle rest-stopping opportunities across the State Road network. The work involves investigating opportunities for improvements to formal and informal rest stops. The Heavy Vehicle Rest Stop Engagement Report (August 2023) sets out the themes arising from this engagement and can be found at: <https://www.haveyoursay.nsw.gov.au/heavy-vehicle-rest-stops>

Question no: 879

879. Can TfNSW advise on the accident rates at railway crossings on the Mid-Western Highway for freight vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises this question should be referred to the Office of the National Rail Safety Regulator, the custodian of railway occurrence data in Australia, which has the most up-to-date and accurate level crossing incident information.

Question no: 880

880. Can TfNSW advise on the collaboration with local law enforcement for monitoring freight traffic on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it works closely with NSW Police regarding all traffic on State Roads. Transport for NSW meets regularly with local area enforcement and other key stakeholders to work on initiatives to improve safety, reduce congestion and tackle community concerns.

When there are major planned events and major unplanned incidents, Transport for NSW collaborates with NSW Police and all relevant agencies through operation centres and field response crews

Question no: 881

881. Can TfNSW advise on the future plans to accommodate autonomous freight vehicles on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it is not aware of any targeted work for the Mid-Western Highway, however it recognises Autonomous Vehicles as an emerging opportunity and is contributing to the development of a national regulatory framework to support their safe operation.

Question no: 882

882. Can TfNSW advise on the role of the Mid-Western Highway in the broader freight network of New South Wales?

Answer:

I am advised:

Yes, Transport for NSW advises that key road freight corridors include the Pacific (M1/A1) and Hume (M31) Highways, which carry most of the 81 million tonnes of interstate freight between Melbourne, Sydney and Brisbane. Similarly, the Mid-Western Highway is critical in moving agricultural commodities from the Central West and Northern Riverina regions of NSW as well as being a direct route between Sydney and Adelaide.

Question no: 883

883. Can TfNSW advise on the economic benefits of freight traffic on the Mid-Western Highway for the state?

Answer:

I am advised:

Yes, Transport for NSW advises that freight delivers \$66 billion per year to the NSW economy.

Question no: 884

884. Can TfNSW advise on the incident response plans for freight vehicle accidents on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that, in collaboration with attending emergency services, it will determine if there is the possibility of moving vehicles through or around the incident site prior to implementing a diversion. If a diversion is required, Transport for NSW has several approved Incident Response Plans for the State Road Network to keep motorists moving.

Question no: 885

885. Can TfNSW advise on the frequency of bridge inspections along the Mid-Western Highway due to freight traffic?

Answer:

I am advised:

Yes, Transport for NSW advises that bridge inspections are conducted regularly. If an issue is identified a temporary weight restriction is put in place until repair work can be carried out and the bridge restored to its original weight bearing capacity.

Question no: 886

886. Can TfNSW advise on the logistics of detours for freight traffic during Mid-Western Highway closures?

Answer:

I am advised:

Yes, Transport for NSW advises it, in collaboration with Council, implements approved diversion routes when required. Transport for NSW currently has 34 approved diversion routes for the Mid Western Highway that are suitable for a combination of vehicles.

Question no: 887

887. Can TfNSW advise on the coordination with other state transport departments for freight traffic on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it engages with other jurisdictions on heavy vehicle matters, including via national forums, and deals with operational incidents on a case-by-case basis.

Question no: 888

888. Can TfNSW advise on the percentage of nighttime freight traffic on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information.

Question no: 889

889. Can TfNSW advise on the assessments conducted for future freight capacity on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that transport planning for the network and projects take into consideration a range of data including traffic data, freight commodity, land use and future projections. As well as information provided by the community and key stakeholders during engagement and consultation processes.

Question no: 890

890. Can TfNSW advise on the initiatives to reduce carbon emissions from freight traffic on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that to ensure the future sustainability of the freight transport sector and to help achieve the NSW Government's commitment of net zero emissions by 2050, Transport for NSW has developed the Towards Net Zero Emissions Freight Policy, which sets out the strategic direction and actions to support emissions reductions across the heavy road and rail freight transport sector.

Transport for NSW recognises the challenges that heavy vehicles have in decarbonisation, and is committed to working in partnership with industry, local government and other stakeholders to alleviate barriers, capitalise on opportunities and support transition.

Industry have indicated that dimension and mass limits are a barrier to early market adoption and Transport for NSW has established a trial that will not only support further research into these vehicles, it will also deliver improved safety outcomes and support cleaner, safer and greener communities across NSW.

This trial will start on the state road network and Transport for NSW is committed to working closely with local government and other asset owners to progressively increase access across the local road network, ensuring a seamless end to end experience for our freight operators.

Question no: 891

891. Can TfNSW advise on the implementation of smart road technologies for freight efficiency on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there is a variety of cameras installed across the State which are generally used for monitoring traffic and taking actions to improve traffic flow by the Transport Management Centre. Other cameras provide live images on livetraffic.com and are generally providing fixed images. These cameras provide live feeds and the images are not stored as their purpose is to manage traffic, monitor events and assist with responses to incidents on the road network

Telematics is also another advancement that uses electronic devices to collect and transmit data about vehicles, including location and mass. This real time data can be analysed and used to monitor network usage, driving patterns, improve fuel efficiency and safety for drivers in several ways along with improving network investment, maintenance and access decisions.

Question no: 892

892. Can TfNSW advise on the measures to reduce noise pollution from freight traffic on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it views road traffic noise as an important environmental issue and addresses road traffic noise through various approaches.

Transport for NSW's approaches include:

- Ensuring that Australia's noise limits for new vehicles meet the latest European standards by working with the National Transport Commission and other states to produce Australian Design Rules for vehicle noise.
- Conducting assessments of road traffic noise for road projects and applying all feasible and reasonable noise mitigation measures to avoid or minimise noise, where noise exceeds criteria in the NSW Road Noise Policy.
- Administering the Noise Abatement Program to provide noise mitigation to locations where road traffic noise is high and no road development is taking place.

The Transport Noise Abatement Program is aimed at providing noise mitigation treatment for dwellings and noise sensitive land-uses such as schools, hospitals and churches that are exposed to high levels of road traffic noise.

Transport for NSW does not specifically monitor heavy vehicle or freight traffic noise pollution levels as all monitoring conducted under the Transport Noise Abatement Program captures noise from all road traffic.

Information is available on the Noise Abatement Program website:

www.transport.nsw.gov.au/operations/roads-and-waterways/environment-and-heritage/reducing-road-traffic-noise/noise-abatement.

Information is available on the NSW EPA website:

<https://www.epa.nsw.gov.au/publications/noise/2011236-nsw-road-noise-policy>

Question no: 893

893. Can TfNSW advise on the data collected regarding freight vehicle breakdowns on the Mid-Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises a review of available data sources indicates 128 freight vehicle breakdowns along the Mid-Western Highway since 2007.

Question no: 894

894. Can TfNSW advise on the total number of vehicle accidents on the Castlereagh Highway in the past year?

Answer:

I am advised:

Yes, Transport for NSW advises there have been 39 crashes on the Castlereagh Highway in 2022, with the degree of crash as in the table below:

Degree of Crash	No. of Crashes
Fatal	2
Serious injury	9
Moderate injury	13
Minor/other injury	4
Non-casualty (Towaway)	11

Question no: 895

895. Can TfNSW advise on the most common causes of crashes reported on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that in 2022, speeding was involved in 46 per cent of the crashes on the Castlereagh Highway, fatigue in 13 per cent, illicit drugs in 5 per cent and alcohol in 5 per cent.

Question no: 896

896. Can TfNSW advise if there has been an increase in crash rates on the Castlereagh Highway in recent years?

Answer:

I am advised:

Yes, Transport for NSW advises the number of crashes on the Castlereagh Highway have declined by 33 per cent over the five-year period from 2018 to 2022, decreasing from 58 in 2018 to 39 in 2022. Five-year break up is provided in the table below:

Year	No. of Crashes
2018	58
2019	53
2020	39
2021	43
2022	39

Question no: 897

897. Can TfNSW advise on the percentage of crashes on the Castlereagh Highway involving heavy freight vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicles were involved in 21 per cent (8 out of 39) of the crashes on the Castlereagh Highway in 2022.

Question no: 898

898. Can TfNSW advise on the current safety measures in place on the Castlereagh Highway to prevent accidents?

Answer:

I am advised:

Yes, Transport for NSW advises that audio tactile line marking, enhanced centrelines, widened shoulders, installation of barriers and signage upgrades have been rolled out across sections of the Castlereagh Highway.

Question no: 899

899. Can TfNSW advise on the average response time for emergency services to accidents on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that this question should be directed to Emergency NSW.

Question no: 900

900. Can TfNSW advise if there are any particular stretches of the Castlereagh Highway that see more accidents than others?

Answer:

I am advised:

Yes, Transport for NSW advises of the 39 total crashes in 2022, 29 (74 per cent) occurred between the intersection of Castlereagh Highway with Golden Highway, and the intersection of Castlereagh Highway with Great Western Highway.

Question no: 901

901. Can TfNSW advise on the number of fatal accidents on the Castlereagh Highway in the last five years?

Answer:

I am advised:

Yes, Transport for NSW advises there have been 9 fatal crashes on Castlereagh Highway in the five-year period between 2018-2022. Five-year break up is provided in the table below:

Year	No. of Crashes
2018	2
2019	2
2020	2
2021	1
2022	2

Question no: 902

902. Can TfNSW advise on the main factors contributing to freight accidents on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that of the 8 crashes on Castlereagh Highway involving heavy vehicles in 2022, 2 (25 per cent) had speeding, one (13 per cent) had fatigue, and one (13 per cent) had illicit drugs involved in the crash.

Question no: 903

903. Can TfNSW advise on the impact of weather conditions on crash rates on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that of the 39 crashes that occurred on Castlereagh Highway in 2022, 26 (67 per cent) took place during fine weather, and 9 (23 per cent) were during rain.

Question no: 904

904. Can TfNSW advise if there are specific times of day when crashes are more frequent on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises of the 39 crashes that occurred on the Castlereagh Highway in 2022, 14 (36 per cent) took place between 4am-10am, and 15 (38 per cent) between noon-6pm

Question no: 905

905. Can TfNSW advise on the rate of alcohol-related crashes on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that of the 39 crashes that occurred on the Castlereagh Highway in 2022, alcohol was involved in 2 (5 per cent).

Question no: 906

906. Can TfNSW advise on the trends in motorcycle accidents on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that the number of crashes on Castlereagh Highway involving motorcycles has declined by 71 per cent over the five-year period from 2018 to 2022, decreasing from 7 in 2018 to 2 in 2022.

Five-year break up is provided in the table below:

Year	No. of Crashes Involving Motorcycles
2018	7
2019	5
2020	0
2021	1
2022	2

Question no: 907

907. Can TfNSW advise on the effectiveness of recent road safety campaigns on the Castlereagh Highway crash rates?

Answer:

I am advised:

Yes, Transport for NSW advises it runs several road safety campaigns in regional NSW, targeting key issues for road safety to raise awareness and change behaviour. These include Speeding, Fatigue, and Drink driving. Campaigns are evaluated individually by an external research agency that undertakes online questionnaires with qualified target audiences. Results are compared for those who have seen the campaign against and those who have not for a number of key attitudinal and behavioural outcomes. For the key safety issues of Fatigue, Speeding, and Drink Driving, in Financial Year 2022-23, campaign recognition was at 64 per cent, 66 per cent and 76 per cent respectively.

Transport for NSW develops and runs campaigns to encourage safe behaviours on our roads. These include both State-wide and localised campaigns. Localised campaigns are not usually confined to a single highway. Localised campaigns in 2023 that could be expected to encourage safe behaviour on the Castlereagh Highway include:

- Activations at significant events in regional NSW that attract visitors from across NSW, including Dubbo Motorfest, Bathurst 1000 at Mount Panorama
- Hunting campaign, targeting fatigued driving for amateur hunters in the State's west
- Harvest campaign, promoting fatigue awareness and 'sharing the road' safety during the grain harvest

- Village Speed Project, targeting small communities with courtesy speed checks and merchandise to reduce speeding in partnership with NSW Police.
- Winter weather campaign targeting alpine conditions in the Central Tablelands area.

Given the scope of these campaigns is not limited to the Castlereagh Highway and that State-wide campaigns may also be a contributing factor, Transport for NSW does not hold information on the direct impact of a particular campaign on crash rates on the Castlereagh Highway.

Question no: 908

908. Can TfNSW advise on the statistics for rear-end collisions on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there have been four rear-end crashes on the Castlereagh Highway in 2022, out of which one was a serious injury crash, two were moderate injury crashes, and one was a non-casualty (towaway) crash.

Question no: 909

909. 16. Can TfNSW advise on the measures being taken to improve the structural integrity of the Castlereagh Highway to reduce accidents?

Answer:

I am advised:

Yes, Transport for NSW advises inspections are regularly undertaken of the road corridors to assess the condition of the pavement, identify any defects and carry out interim repairs and planning for future long-term rehabilitation and capital improvement projects. These future projects are assessed and prioritised based on the condition of the network, traffic volumes and available funding.

Question no: 910

910. 17. Can TfNSW advise on the volume of freight traffic on the Castlereagh Highway compared to passenger vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises this information is not available.

Question no: 911

911. Can TfNSW advise on the role of driver fatigue in crashes on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that of the 39 total crashes on Castlereagh Highway in 2022, fatigue was involved in 5 (13 per cent).

Question no: 912

912. Can TfNSW advise on the frequency of head-on collisions on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there have been three head-on crashes on Castlereagh Highway in 2022, including one each for fatal, moderate injury and minor/other injury crash.

Question no: 913

913. Can TfNSW advise on the enforcement of speed limits on the Castlereagh Highway and its effect on crash rates?

Answer:

I am advised:

Yes, Transport for NSW advises that in addition to speed enforcement activities undertaken by NSW Police, mobile speed camera enforcement is undertaken at several sites on Castlereagh Highway. Transport for NSW does not assess the effectiveness of individual mobile speed camera enforcement sites on crash rates.

Question no: 914

914. Can TfNSW advise on the number of accidents on the Castlereagh Highway involving animals on the road?

Answer:

I am advised:

Yes, Transport for NSW advises there have been two crashes on Castlereagh Highway in 2022 that involved a collision between a vehicle and an animal, including one serious injury crash and one non-casualty (towaway) crash.

Question no: 915

915. Can TfNSW advise on the percentage of crashes on the Castlereagh Highway that result in serious injuries?

Answer:

I am advised:

Yes, Transport for NSW advises that of the 39 total crashes that occurred on Castlereagh Highway in 2022, 9 (23 per cent) were serious injury crashes.

Question no: 916

916. Can TfNSW advise on the correlation between traffic volume and crash rates on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that there is a known relationship between vehicle volumes and crash frequency. Increased travel and users on the road means there is a higher exposure to vehicles having crashes, and therefore having an increased crash frequency.

When there is a higher traffic volume, there is typically an increase in certain crash types, such as rear-end crashes and intersection crashes. However, the correlation is not conclusive and as straight-forward as there is research and international literature to indicate that the relationship between crash rate and congestion levels can see the crash rate decline if the traffic volume increases.

Question no: 917

917. Can TfNSW advise on the historical data of cargo truck rollovers on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that in the five-year period between 2018-2022, there have been five crashes on Castlereagh Highway where a heavy vehicle had rolled over. Five-year break up is provided in the table below:

Year	No. of Crashes where a heavy vehicle rolled over
2018	1
2019	0
2020	1
2021	3
2022	0

Question no: 918

918. Can TfNSW advise on the safety protocols for hazardous material transport on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this question should be referred to the Environment Protection Authority and SafeWork NSW, which are jointly appointed as competent authorities for the land transport of dangerous goods in NSW.

Further information regarding transportation of dangerous good is at:
<https://www.epa.nsw.gov.au/your-environment/dangerous-goods/dangerous-goods-nsw-overview>

Question no: 919

919. Can TfNSW advise on the annual economic impact of crashes on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises:

Reporting Year	Degree of crash - detailed	No. of Crashes	Total cost*	Total cost (\$m)
2022	Fatal	2	\$ 19,401,270	\$ 19.40
	Serious injury	9	\$ 5,856,093	\$ 5.86
	Moderate injury	13	\$ 1,434,108	\$ 1.43
	Minor/other injury	4	\$ 404,164	\$ 0.40
	Non-casualty (towaway)	11	\$ 2,626,558	\$ 2.63
Total		39	\$ 29,722,193	\$ 29.72

* Average costs of a crash by the degree of crash stats used in the calculation

** Calculated using 2023 Transport for NSW Economic Parameter Values.

Question no: 920

920. Can TfNSW advise on the progress of any ongoing road improvement projects on the Castlereagh Highway aimed at reducing crashes?

Answer:

I am advised:

Yes, Transport for NSW advises audio tactile line marking, enhanced centrelines, widened shoulders, installation of barriers and signage upgrades have been rolled out across sections of the Castlereagh Highway. The roll out of these safety enhancements has been prioritised based on crash analysis, traffic volumes, pavement condition and available funding streams. Work is ongoing.

Question no: 921

921. Can TfNSW advise on the frequency of intersection crashes on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises of the 39 total crashes on Castlereagh Highway in 2022, 14 (36 per cent) occurred on intersection locations.

Question no: 922

922. Can TfNSW advise on the number of pedestrian-related incidents on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there have been two pedestrian related crashes on Castlereagh Highway in 2022, including one serious injury crash and one minor/other injury crash.

Question no: 923

923. Can TfNSW advise on the involvement of distracted driving in recent Castlereagh Highway crashes?

Answer:

I am advised:

Yes, Transport for NSW advises there have been two crashes on Castlereagh Highway in 2022 where distraction was a factor. Both were moderate injury crashes.

Question no: 924

924. Can TfNSW advise on the rates of side-swipe accidents involving trucks on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there have been no side-swipe crashes on the Castlereagh Highway in 2022.

Question no: 925

925. Can TfNSW advise on the strategies in place to manage the increased freight load on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there is a Heavy Vehicle Access Policy Framework and it can be reviewed at: <https://www.transport.nsw.gov.au/operations/freight-hub/heavy-vehicle-access-policy-framework>.

Question no: 926

926. Can TfNSW advise on the proportion of nighttime versus daytime accidents on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that of the 39 total crashes that occurred on the Castlereagh Highway in 2022, 10 (26 per cent) took place during night-time and 29 (74 per cent) during daytime.

Question no: 927

927. Can TfNSW advise on the comparison of crash rates on the Castlereagh Highway with other similar highways?

Answer:

I am advised:

Yes, Transport for NSW advises NSW has many State highways. Without specifying which highways, this analysis cannot be undertaken.

Question no: 928

928. Can TfNSW advise on the number of bridge-related incidents on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there have been no bridge related crashes on Castlereagh Highway in 2022.

Question no: 929

929. Can TfNSW advise on the frequency of traffic congestion on the Castlereagh Highway and its impact on accident rates?

Answer:

I am advised:

Yes, Transport advises that congestion on the Castlereagh Highway is not an issue and therefore does not impact accident rates.

All road users have access to LiveTraffic information about incidents that can cause congestion or delays on the network. In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published. All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 930

930. Can TfNSW advise on the statistics of crashes involving buses on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there have been no crashes on Castlereagh Highway in 2022 that involved buses.

Question no: 931

931. Can TfNSW advise on the training programs in place for freight drivers to reduce accidents on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that heavy vehicle driver training for licences is assessed through the Heavy Vehicle Competency Based Assessment. Further information is at <https://www.nsw.gov.au/driving-boating-and-transport/driver-and-rider-licences/heavy-vehicle-licences/registered-training-organisations>.

Question no: 932

932. Can TfNSW advise on the improvements made to road signage on the Castlereagh Highway to decrease accident rates?

Answer:

I am advised:

Yes, Transport for NSW advises that road signage along the Castlereagh Highway includes Regulatory Signs and Warning Signs that provide advisory warnings to motorists. These signs are maintained to ensure vegetation does not impede visibility of these signs.

Question no: 933

933. Can TfNSW advise on the effectiveness of traffic calming measures on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that traffic calming measures are most effective when implemented as part of an area wide approach. Traffic calming measures on the Castlereagh Highway include audio tactile line marking, enhanced centre lines, widened shoulders, installation of barriers and signage upgrades have been rolled out across sections of the Castlereagh Highway.

Question no: 934

934. Can TfNSW advise on the number of crashes on the Castlereagh Highway that involved drivers from outside the region?

Answer:

I am advised:

Yes, Transport for NSW advises that of the 50 drivers and riders involved in crashes on Castlereagh Highway in 2022, 28 (56 per cent) did not reside in the same Local Government Area as the crash.

Question no: 935

935. Can TfNSW advise on the inspection and maintenance schedule for the Castlereagh Highway infrastructure?

Answer:

I am advised:

Yes, Transport for NSW advises that heavy vehicles impact all roads and their maintenance. The impact is dependent on the vehicle configuration including size, load and axle configuration of the heavy vehicle. As a result, road pavements are designed for an expected number of heavy vehicle movements, with different pavement types more appropriate for different traffic loadings and locations. Maintenance costs are a function of the type of pavement, the underlying geology, the weather, traffic loading and the availability of required materials. Different pavement types have different maintenance schedules, and the type of pavement can vary along the length of any specific road.

Access to the road network for higher productivity vehicles improves safety sustainability and productivity and reduces the number of truck trips required for the freight task.

Question no: 936

936. Can TfNSW advise on the use of technology to monitor and prevent crashes on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises mobile speed camera enforcement is undertaken at several sites on the Castlereagh Highway.

Question no: 937

937. Can TfNSW advise on the implementation of any new traffic laws on the Castlereagh Highway aimed at reducing accidents?

Answer:

I am advised:

Yes, Transport for NSW advises road safety legislation and regulation applies state-wide and not for individual roads. Road rules change from time to time and are communicated in a number of ways. When there is a significant road rule change in NSW, there is a public education campaign. When road rules change, Transport for NSW updates all affected resources and publications and informs relevant stakeholders.

Transport for NSW publishes up-to-date road rule information on its website and via the Road User Handbook at: <https://roads-waterways.transport.nsw.gov.au/roads/safety-rules/index.html>.

The NSW Government recently announced that mobile phone detection camera cameras will be used to enforce seatbelt non-compliance from around mid-2024, following a set-up period of about 6 months. There will not be any warning letter period once camera

enforcement of seatbelt laws commences. An extensive educational campaign will inform the community about this enforcement change.

Question no: 938

938. Can TfNSW advise on the percentage of single-vehicle accidents on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that single vehicle crashes made up 67 per cent (26 out of 39) of the total crashes on Castlereagh Highway in 2022.

Question no: 939

939. Can TfNSW advise on the collaboration with local law enforcement for managing crash scenes on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises NSW Police and Emergency Services are responsible for emergency incident response, including crash scenes. Transport for NSW supports combat agencies with traffic management and recovery. Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible. Transport for NSW also closely with NSW Police regarding all traffic on State Roads. It meets regularly with local area enforcement and other key stakeholders to work on initiatives to improve safety, reduce congestion and tackle community concerns.

Question no: 940

940. Can TfNSW advise on the number of incidents involving uninsured drivers on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is not held by Transport for NSW.

Question no: 941

941. Can TfNSW advise on the procedures for reporting accidents on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that heavy vehicles, like all road users, can report incidents via the Incident Reporting Line on 131 700. Road users can also report incidents, such as accidents or breakdowns via the Incident Reporting Line on 131 700. Road users are encouraged to contact emergency services via Triple Zero (000) in emergency situations.

Question no: 942

942. Can TfNSW advise on the number of crashes on the Castlereagh Highway that have led to road closures?

Answer:

I am advised:

Yes, Transport for NSW advises a review of available data sources indicates there have been 13 road closures of the Castlereagh Highway as a result of crashes since 2008.

Question no: 943

943. Can TfNSW advise on the availability of rest areas for drivers to prevent fatigue-related crashes on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there are 16 rest areas along the Castlereagh Highway and an interactive rest area map is available to find rest stops along the NSW major roads and highways. The map assists journey planning and managing rest breaks and allows customers to filter rest stops by vehicle type and rest stop facilities. It is available at: <https://maps.transport.nsw.gov.au/egeomaps/rest-areas/>

Question no: 944

944. Can TfNSW advise on the role of wildlife crossings in reducing accidents on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that wildlife crossings, including underpasses, overpasses, glider poles and rope crossings, supported by wildlife exclusion fencing can reduce wildlife vehicle strike while supporting habitat connectivity for native fauna. Such measures benefit native wildlife through reduced road trauma and saves road users the distress and vehicular damage arising from collisions with wildlife. Transport for NSW typically applies these in the context of the development of new road infrastructure.

Question no: 945

945. Can TfNSW advise on the frequency of accidents at rail crossings on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this question should be referred to the Office of the National Rail Safety Regulator, which is the custodian of railway occurrence data in Australia and has the most up-to-date and accurate level crossing incident information.

Question no: 946

946. Can TfNSW advise on the impact of roadworks on crash rates on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW implements a temporary traffic control plan for the duration of roadworks to mitigate the risks of crashes during roadworks. Transport for NSW does not hold the statistics for crashes occurring during roadworks.

Question no: 947

947. Can TfNSW advise on the statistics for crashes caused by mechanical failures on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information is not held by Transport for NSW in its crash data.

Question no: 948

948. Can TfNSW advise on the number of hit-and-run incidents on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for NSW Police.

Question no: 949

949. Can TfNSW advise on the initiatives to raise public awareness about road safety on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 907.

Question no: 950

950. Can TfNSW advise on the number of crashes that have involved tourists on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is not held by Transport for NSW.

Question no: 951

951. Can TfNSW advise on the data regarding overturned vehicles on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that of the 39 crashes that occurred on Castlereagh Highway in 2022, 5 (13 per cent) occurred when the vehicle rolled over.

Question no: 952

952. Can TfNSW advise on the enforcement of load limits for freight vehicles on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that enforcement of load limits is a matter for the National Heavy Vehicle Regulator.

Question no: 953

953. Can TfNSW advise on the crash statistics for the intersections with the highest accident rates on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises of the 14 intersection crashes that occurred on Castlereagh Highway in 2022, 8 (57 per cent) occurred on T-junctions, 4 (29 per cent) on x-intersections, and two (14 per cent) on roundabouts.

Question no: 954

954. Can TfNSW advise on the impact of the Castlereagh Highway's condition on accident rates?

Answer:

I am advised:

Yes, Transport for NSW advises that the majority of accidents are due to driver behaviour rather than the condition of the road.

The Castlereagh Highway was damaged during the 2022 extreme weather events. Flooding caused damage to the highway and has since been repaired.

Question no: 955

955. Can TfNSW advise on the assistance provided to motorists involved in crashes on the Castlereagh Highway?

Answer:

I am advised:

Yes, Transport for NSW advises NSW Police and Emergency Services are responsible for emergency incident response, including crash scenes. Transport for NSW supports combat agencies with traffic management and recovery. Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible.

Question no: 956

956. Can TfNSW advise how the upgrade will improve accessibility for passengers with disabilities?

Answer:

I am advised:

Yes, Transport for NSW advises the current scope for the project includes improvements to accessible parking and platform adjustments to meet accessibility requirements.

Question no: 957

957. Can TfNSW advise on the expected increase in ridership following the station upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises the expected number of passengers from a town with the population of Wallerawang would be around five to 10 passengers per service. However, passenger numbers are dependent on the changes in population in Wallerawang and surrounding communities.

Question no: 958

958. Can TfNSW advise if the upgrade will include the installation of real-time information boards?

Answer:

I am advised:

Yes, Transport for NSW advises the current project scope does not include the installation of real-time information boards.

Question no: 959

959. Can TfNSW advise on how the station upgrade will impact local traffic congestion?

Answer:

I am advised:

Yes, Transport for NSW advises that it is expected that most people accessing Wallerawang Station by car will be from the local community, with no significant increase in traffic anticipated and no current known issues with traffic congestion in this area.

Question no: 960

960. Can TfNSW advise if the station upgrade will include additional bicycle parking facilities?

Answer:

I am advised:

Yes, Transport for NSW advises there are no existing bicycle parking facilities at Wallerawang Station.
Bicycle facilities will be considered as part of the scope for the reopening of the station.

Question no: 961

961. Can TfNSW advise on the anticipated economic benefits to the Wallerawang area post-upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises well-planned and delivered transport can connect, unite, and invigorate communities and bring vibrancy to neighbourhoods and regional centres. Transport for NSW's regional connected network approach aims to support regional communities to thrive by ensuring people in regional areas have access to efficient, resilient transport services.

Reopening Wallerawang Station will provide improved access to rail services for the Wallerawang community. The township and surroundings may also benefit from being more accessible to visitors who use the Bathurst Bullet services.

Question no: 962

962. Can TfNSW advise whether new retail opportunities will be available within the station area after the upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises the existing café facility and outdoor dining space, which is currently unoccupied, are not expected to be part of the proposed scope of work but it is anticipated the reopening of the station would have a positive impact on future opportunities for the commercial use of these facilities.

Question no: 963

963. Can TfNSW advise on measures to maintain heritage aspects of Wallerawang station during the upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises maintaining the heritage values of the station will be part of the scope development and appropriate consultation with heritage.

Question no: 964

964. Can TfNSW advise if the upgrade includes plans for electric vehicle charging stations in the parking area?

Answer:

I am advised:

Yes, Transport for NSW advises electric vehicle charging stations are not included in the current project scope.

Question no: 965

965. Can TfNSW advise how the upgrade might affect property values in the surrounding area?

Answer:

I am advised:

Yes, Transport for NSW advises property value is a complex matter, with many contributing variables. Determining whether the upgrade to the station or a subsequent return to service may have an impact on surrounding properties is not within the scope of the project.

Question no: 966

966. Can TfNSW advise on the introduction of energy-efficient lighting and technology in the station design?

Answer:

I am advised:

Yes, Transport for NSW advises all lighting installed will be in accordance with current standards, including the Transport for NSW policy around energy efficiency.

Question no: 967

967. Can TfNSW advise if there will be improvements to pedestrian pathways connecting to the station?

Answer:

I am advised:

Yes, Transport for NSW advises the project scope will consider required improvements to the immediate station precinct, including the existing pedestrian pathway connecting to Main Street and the footbridge connection to Cripps Avenue.
The project scope also includes minor repairs of the footbridge.

Question no: 968

968. Can TfNSW advise whether the upgraded station will have enhanced security features?

Answer:

I am advised:

Yes, Transport for NSW advises the upgraded station will have lighting that meets current standards and CCTV monitoring.

Question no: 969

969. Can TfNSW advise on the environmental impact assessment outcomes for the station upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises the Environmental Impact Statement will be developed and assessed as part of the project development.

Question no: 970

970. Can TfNSW advise if the upgrade will offer improved waiting areas for passengers?

Answer:

I am advised:

Yes, Transport for NSW advises the project scope includes repairs and repainting of the existing platform awning as well as the addition of seating.

Question no: 971

971. Can TfNSW advise on the inclusion of community art projects within the station design?

Answer:

I am advised:

Yes, Transport for NSW advises the current project scope is limited to making the station operational and does not include more extensive work.
Any such additions would be subject to heritage review.

Question no: 972

972. Can TfNSW advise if the station upgrade will create new jobs during construction and operation?

Answer:

I am advised:

Yes, Transport for NSW advises that it is expected temporary construction positions will be created as part of the project. The number of temporary positions numbers has not been identified at this stage.

The upgraded station is not proposed to be staffed, similar to other comparable stations. There will be an ongoing requirement to maintain and clean the station although the scope has not yet been determined.

Question no: 973

973. Can TfNSW advise how the station's design will accommodate future technological advancements?

Answer:

I am advised:

Yes, Transport for NSW advises the project scope will upgrade the station to current standards including electrical systems, lighting and CCTV and the installation of an Opal reader.

Question no: 974

974. Can TfNSW advise on how the upgrade might improve emergency services access to the station?

Answer:

I am advised:

Yes, Transport for NSW advises Wallerawang Station is currently closed to all personnel, with the exception of rail maintenance staff.

Upgrades to the station for reopening will provide accessibility for passengers, including emergency personnel and equipment.

Question no: 975

975. Can TfNSW advise if there are any anticipated improvements in train frequency as a result of the upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises no trains currently stop at Wallerawang Station, following its closure in 1989. Work is underway to determine which services will stop at this station when the station returns to an operational condition.

Question no: 976

976. Can TfNSW advise whether the upgrade will include new ticketing machines to reduce wait times?

Answer:

I am advised:

Yes, Transport for NSW advises the project scope includes the installation of Opal readers however there are ticket machines are not included in the project scope at this time.

Question no: 977

977. Can TfNSW advise on the availability of Wi-Fi or other connectivity enhancements post-upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises Wi-Fi is not included in the current project scope which is focused on upgrading the station to operational standards.

Question no: 978

978. Can TfNSW advise if the upgrade plans involve any measures to reduce noise pollution?

Answer:

I am advised:

Yes, Transport for NSW advises the current project scope does not include specific noise mitigation measures

Question no: 979

979. Can TfNSW advise on the inclusion of rainwater collection systems in the new station design?

Answer:

I am advised:

Yes, Transport for NSW advises no changes to existing buildings are included in the project scope.

Question no: 980

980. Can TfNSW advise if the upgrade will include additional seating and shelter for passengers?

Answer:

I am advised:

Yes, Transport for NSW advises the project scope includes repairs and repainting of the existing platform awning as well as the installation of additional seating.

Question no: 981

981. Can TfNSW advise how the station upgrade will cater to the growing population in the region?

Answer:

I am advised:

Yes, Transport for NSW advises well-planned and delivered transport can connect, unite, and invigorate communities and bring vibrancy to neighbourhoods and regional centres. Transport for NSW's regional connected network approach aims to support regional communities to thrive, by ensuring people in regional areas have access to efficient, resilient transport services.

Reopening Wallerawang Station will provide improved access to rail services for the Wallerawang community.

Question no: 982

982. Can TfNSW advise if the station will have better facilities for handling peak-hour traffic?

Answer:

I am advised:

Yes, Transport for NSW advises no trains currently stop at Wallerawang Station following its closure in 1989, therefore, no 'peak-hour traffic' comparison is available.

Wallerawang Station is planned to be added as a stop on the Bathurst Bullet route, and there are no expected impacts to peak-hour traffic

Question no: 983

983. Can TfNSW advise whether the station upgrade includes considerations for sustainable materials?

Answer:

I am advised:

Yes, Transport for NSW advises Wallerawang Station is part of a heritage precinct and work will be guided by the heritage values and requirements.

Sustainable materials can be considered where feasible, noting the scale of the project and work required.

Question no: 984

984. Can TfNSW advise on the implementation of landscaping or green spaces around the station?

Answer:

I am advised:

Yes, Transport for NSW advises the surrounding precinct is well kept with landscaping and green spaces.

The detailed project scope will consider how an operational station interacts with these existing spaces.

Question no: 985

985. Can TfNSW advise if there will be an expansion of the station's parking lot to accommodate more vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises the scope will include review of car-parking and accessible parking. There is currently a significant amount of under-utilised carparking available.

Question no: 986

986. Can TfNSW advise on the provision of new technology for faster and more efficient passenger service?

Answer:

I am advised:

Yes, Transport for NSW advises this is not part of the scope for Wallerawang Station reopening.

Question no: 987

987. Can TfNSW advise how the upgrade will comply with current accessibility standards?

Answer:

I am advised:

Yes, Transport for NSW advises the project will comply with disability standards for accessible public transport requirements.

Question no: 988

988. 33. Can TfNSW advise if there is a plan for installing solar panels as part of the station's energy solutions?

Answer:

I am advised:

Yes, Transport for NSW advises solar panels are not included in the project scope. However, new lighting will be in accordance with current standards, including the Transport for NSW policy around energy efficiency.

Question no: 989

989. Can TfNSW advise on the inclusion of family-friendly facilities, like nursing rooms or child play areas?

Answer:

I am advised:

Yes, Transport for NSW advises no changes to the existing buildings are included in the project scope.

Question no: 990

990. Can TfNSW advise if the station upgrade is expected to support the growth of tourism in Wallerawang?

Answer:

I am advised:

Yes, Transport for NSW advises reopening Wallerawang Station will provide improved access to rail services for the local community.

The township and surroundings may also benefit from being more accessible to visitors who use the Bathurst Bullet services.

Question no: 991

991. Can TfNSW advise whether the upgrade includes a revamp of the current signalling systems?

Answer:

I am advised:

Yes, Transport for NSW advises that revamping existing signalling systems is not part of the project scope.

Question no: 992

992. Can TfNSW advise on how the new design will streamline passenger flow and reduce bottlenecks?

Answer:

I am advised:

Yes, Transport for NSW advises Wallerawang Station has sufficient existing space to facilitate expected passenger levels and movement of people to and from the platform and entry area.

Question no: 993

993. Can TfNSW advise if there will be new lounges or VIP areas for premium ticket holders?

Answer:

I am advised:

Yes, Transport for NSW advises the project scope is focused on reopening Wallerawang Station so it can be used as part of the daily Bathurst Bullet services. There are no current plans to include a passenger lounge or VIP area.

Question no: 994

994. Can TfNSW advise on the expected timeline for the upgrade and any interim service disruptions?

Answer:

I am advised:

Yes, Transport for NSW advises it is currently developing the scope and timeline for the project.

Question no: 995

995. Can TfNSW advise if the upgrade will incorporate cultural elements significant to the Wallerawang community?

Answer:

I am advised:

Yes, Transport for NSW advises this is not part of the project scope.

Question no: 996

996. Can TfNSW advise on any partnerships with local businesses or vendors as part of the station upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises all contracted work will be advertised for tender, and suitable local businesses or vendors are encouraged to apply per standard government procurement requirements.

Question no: 997

997. Can TfNSW advise how the station upgrade might promote the use of public transport over private cars?

Answer:

I am advised:

Yes, Transport for NSW advises well-planned and delivered transport can connect, unite, and invigorate communities and bring vibrancy to neighbourhoods and regional centres. Transport for NSW's regional connected network approach aims to support regional communities to thrive by ensuring people in regional areas have access to efficient, resilient transport services.

Question no: 998

998. Can TfNSW advise if there are any plans to incorporate public art or interactive installations?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 995.

Question no: 999

999. Can TfNSW advise on the plans for sustainable waste management during and after the station upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises waste management during construction will be completed in accordance with Transport for NSW's waste management standards.

Question no: 1000

1000. Can TfNSW advise if there are contingency plans for station operation during extreme weather events post-upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises the project is focused on making the station ready for normal operational use.

Using the station in specific ways, especially during emergencies, would need to be considered by the relevant emergency management group.

Question no: 1001

1001. Can TfNSW advise on how the upgrade will address the current maintenance issues at the station?

Answer:

I am advised:

Yes, Transport for NSW advises Wallerawang Station is currently maintained as a non-operational asset. The reopening of Wallerawang Station will consider the work required to bring the platform up to an operational standard.

The ongoing maintenance requirements for operations and areas accessible to the public will be identified during project development.

Question no: 1002

1002. Can TfNSW advise if the upgraded station will feature improved lighting for better night-time visibility and safety?

Answer:

I am advised:

Yes, Transport for NSW advises the project scope will include lighting and CCTV cameras in accordance with current standards, including Transport for NSW policies.

Question no: 1003

1003. Can TfNSW advise whether there will be an integration of the station upgrade with other transport modalities?

Answer:

I am advised:

Yes, Transport for NSW advises pedestrian pathways currently connect the Wallerawang Station to Main Street, where there is an existing bus stop adjacent to the station and ample car parking in addition to the station carpark.

Route 600 bus services between Portland and Lithgow (via Wallerawang) are timed to connect with existing Intercity services towards Sydney at Lithgow. Route 600 services also provide connections to communities between Wallerawang and Lithgow. Some changes to bus timetables may be considered to facilitate connections with rail services at Wallerawang but this would require further investigation.

An existing footbridge also connects the station to Cripps Avenue.
Bicycle facilities at the station will be considered as part of the project scope.

Question no: 1004

1004. Can TfNSW advise on the potential for new direct routes or services as a result of the station upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises the reopening of Wallerawang Station will enable Wallerawang to be included as a stop on the twice daily Bathurst Bullet service. This will increase availability of direct services between Wallerawang and Sydney, the Blue Mountains, and Bathurst. In time, other services may include a stop at Wallerawang.

Some changes to bus timetables may be considered to facilitate connections with rail services at Wallerawang but this will require further investigation.

Question no: 1005

1005. Can TfNSW advise if the upgrade will consider the futureproofing of infrastructure for anticipated increases in demand?

Answer:

I am advised:

Yes, Transport for NSW advises the reopening of Wallerawang Station will provide improved access to rail services for the Wallerawang community.

Wallerawang Station has the capacity to cater for expected demand and possible future increases.

Question no: 1006

1006. Can TfNSW advise on the current average daily number of heavy vehicles on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1007

1007. Can TfNSW advise on the projected increase in heavy vehicle traffic on the Great Western Highway over the next decade?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form.

Question no: 1008

1008. Can TfNSW advise on the average load mass of heavy vehicles traveling on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that, according to the CSIRO Transit Tool, the estimated average is 19.1 tonnes per trailer.

Question no: 1009

1009. Can TfNSW advise on the percentage of heavy vehicles carrying hazardous materials on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form. Heavy vehicle operators are responsible for complying with NSW Environmental Protection Authority regulations regarding the transportation of dangerous goods.

Question no: 1010

1010. Can TfNSW advise on the primary types of goods transported by heavy vehicles on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that, according to the CSIRO Transit Tool, the top five commodities are fuel, concrete, gravel, household general items and sand.

Question no: 1011

1011. Can TfNSW advise on the seasonal variations in heavy vehicle traffic on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that, according to the CSIRO Transit Tool, the variation on the Great Western Highway ranges from 64,500 trailers in winter to 74,300 trailers in autumn.

Question no: 1012

1012. Can TfNSW advise on the impact of heavy vehicle traffic on the maintenance schedule of the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicles impact all roads and their maintenance. The impact is dependent on the vehicle type and load, pavement type, underlying geology, weather and traffic.

Question no: 1013

1013. Can TfNSW advise on the compliance rate of heavy vehicles with weight restrictions on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this matter for the National Heavy Vehicle Regulator.

Question no: 1014

1014. Can TfNSW advise on the measures taken to ensure the safety of heavy vehicle operations on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it works with the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

The Great Western Highway has average speed camera enforcement between Mount Victoria and Lithgow to ensure heavy vehicle compliance with the posted speed limit.

Question no: 1015

1015. Can TfNSW advise on the frequency of heavy vehicle inspections on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1016

1016. Can TfNSW advise on the number of heavy vehicle accidents on the Great Western Highway in the past year?

Answer:

I am advised:

Yes, Transport for NSW advises there have been 44 crashes involving heavy vehicles on the Great Western Highway in 2022.

Question no: 1017

1017. Can TfNSW advise on the strategies in place to manage heavy vehicle traffic during peak hours on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that all road users have access to LiveTraffic information about incidents that can cause congestion or delays on the network. In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published. All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 1018

1018. Can TfNSW advise on the enforcement of load mass limits for heavy vehicles on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1019

1019. Can TfNSW advise on the trends in heavy vehicle types using the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises a range of heavy vehicle types use the Great Western Highway including B-doubles, articulated vehicles and road trains.

Question no: 1020

1020. Can TfNSW advise on the percentage increase of freight volume on the Great Western Highway in the last five years?

Answer:

I am advised:

Yes, Transport for NSW advises that freight delivers \$66 billion per year to the NSW economy. There is a estimated growth in freight volumes of 28 per cent by 2036, when 91 per cent of NSW freight will be moved by road (excluding coal).

Question no: 1021

1021. Can TfNSW advise on the projected impact of new logistics centres on heavy vehicle traffic on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the impact of new logistics centres on heavy vehicle traffic would be driven and influenced by a range of economic, social and amenity factors.

Question no: 1022

1022. Can TfNSW advise on the current average speed of heavy vehicles on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises in NSW the maximum speed limit for a vehicle more than 4.5 tonnes Gross Vehicle Mass (GVM) is 100 km/h. For certain road conditions, such as sharp bends, steep descents and winding roads, special speed limit signs may be posted for heavy vehicles.

Drivers of heavy vehicles are required to obey all signposted speed limits, and penalties on drivers failing to comply with speed limits includes demerit points, licence suspension, cancellation or disqualification and fines.

Question no: 1023

1023. Can TfNSW advise on the ratio of interstate to intrastate heavy vehicles on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the proportion of interstate vs. intrastate heavy vehicles varies.

Question no: 1024

1024. Can TfNSW advise on the impact of heavy vehicles on air quality along the Great Western Highway corridor?

Answer:

I am advised:

Yes, Transport for NSW does not routinely conduct roadside air quality monitoring along highways. Transport for NSW carries out air quality monitoring to support major projects, and for occasional targeted research purposes.

The Towards Net Zero Emissions Freight Policy is available on the Transport for NSW website.

Question no: 1025

1025. Can TfNSW advise on the plans to upgrade infrastructure to accommodate increasing heavy vehicle traffic on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there is progressive upgrading of sections of the Great Western highway to improve safety and efficiency. The Kelso to Raglan Upgrade, Coxs River Road and Medlow Bath Upgrade projects are being delivered to upgrade the infrastructure that will accommodate increasing heavy vehicle traffic on the highway.

Question no: 1026

1026. Can TfNSW advise on the most frequent origin and destination points for heavy vehicles on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for heavy vehicle operators.

Question no: 1027

1027. Can TfNSW advise on the number of heavy vehicles fined for overloading on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1028

1028. Can TfNSW advise on the effectiveness of rest areas in managing driver fatigue among heavy vehicle operators on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Heavy Vehicle Rest Stop Engagement Report provides a summary of themes arising from engagement and consultation with industry and is available on the NSW Government website.

Question no: 1029

1029. Can TfNSW advise on the impact of heavy vehicle traffic on the structural integrity of bridges along the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that heavy vehicles impact all roads and regular inspections are carried out on all bridge structures. If any issues are identified, temporary weight restrictions are put in place until repairs can be completed and the bridge structure returned to its original weight load capacity.

Question no: 1030

1030. Can TfNSW advise on the number of heavy vehicle breakdowns on the Great Western Highway last year?

Answer:

I am advised:

Yes, Transport for NSW deploys staff across NSW to assist with various traffic incidents, including breakdowns.

When notified, Transport for NSW resources and delivery partners provide traffic management services and assist with recovery, with the aim to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 1031

1031. Can TfNSW advise on the average distance traveled by heavy vehicles on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for heavy vehicle operators.

Question no: 1032

1032. Can TfNSW advise on the percentage of heavy vehicles that are articulated trucks on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it is estimated 50 per cent of heavy vehicles were articulated, based on information captured between January and September 2023.

Question no: 1033

1033. Can TfNSW advise on the heavy vehicle peak travel times on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that based on the data from Mount Victoria, the peak travel time is 10am.

Question no: 1034

1034. Can TfNSW advise on the system in place for monitoring heavy vehicle traffic flow on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there are a variety of cameras installed across the State road network which are generally used for monitoring traffic and taking actions to improve traffic flow by the Transport Management Centre and Regional Transport Operations Centre.

Question no: 1035

1035. Can TfNSW advise on the number of heavy vehicle-related roadworks on the Great Western Highway in the past year?

Answer:

I am advised:

Yes, Transport for NSW advises that the frequency of roadworks varies greatly along Great Western Highway.

Question no: 1036

1036. Can TfNSW advise on the impact of heavy vehicle traffic on local communities along the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it works closely with and consults with local councils and communities along the Great Western Highway around the minimisation of heavy vehicle traffic within these local communities.

Additionally, the freight task includes contributions to local economic development including supporting local business operations and the provision of jobs, infrastructure and delivery of goods for retail operators, such as fuel and consumables.

Question no: 1037

1037. Can TfNSW advise on the rate of heavy vehicle traffic growth on the Great Western Highway compared to other major highways?

Answer:

I am advised:

Yes, Transport for NSW advises information about traffic volumes is available on its website.

Question no: 1038

1038. Can TfNSW advise on the procedures for heavy vehicles involved in accidents on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it deploys staff across NSW to assist with various traffic incidents, including breakdowns and accidents.

When notified, Transport for NSW resources and delivery partners provide traffic management services and assist with recovery, with the aim to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 1039

1039. Can TfNSW advise on the most common compliance issues for heavy vehicles on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1040

1040. Can TfNSW advise on the initiatives to reduce carbon emissions from heavy vehicles on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Towards Net Zero Emissions Freight Policy is available on the Transport for NSW website.

Question no: 1041

1041. Can TfNSW advise on the impact of weather conditions on heavy vehicle traffic on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that seasonal weather conditions impact traffic on the Great Western Highway on the western approach to and within the Blue Mountains. All road users have access to Live Traffic NSW information about incidents that can cause congestion or delays on the network. In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published. All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 1042

1042. Can TfNSW advise on the provision of heavy vehicle parking and amenities along the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about heavy vehicle rest areas is available on the Transport for NSW website.

Question no: 1043

1043. Can TfNSW advise on the effect of rail transport on heavy vehicle traffic on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the NSW Freight and Ports Plan is available on the Transport for NSW website.

Question no: 1044

1044. Can TfNSW advise on the heavy vehicle traffic patterns during holiday seasons on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about public holidays and journey planning is available on the NSW Government website.

Question no: 1045

1045. Can TfNSW advise on the number of heavy vehicle safety checks conducted on the Great Western Highway last month?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1046

1046. Can TfNSW advise on the number of heavy vehicles using the Great Western Highway for cross-border transportation?

Answer:

I am advised:

Yes, Transport for NSW advises the proportion of interstate vs. intrastate heavy vehicles varies.

Question no: 1047

1047. Can TfNSW advise on the average fuel consumption of heavy vehicles on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for heavy vehicle operators.

Question no: 1048

1048. Can TfNSW advise on the challenges faced by heavy vehicle drivers on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW can advise the Coxs River Road and Medlow Bath projects will improve congestion in areas that presented challenges to heavy vehicle drivers.

Question no: 1049

1049. Can TfNSW advise on the percentage of heavy vehicle drivers who repeat routes on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for heavy vehicle operators.

Question no: 1050

1050. Can TfNSW advise on the protocols for hazardous material spills from heavy vehicles on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW emergency services are responsible for emergency incident response. Transport for NSW supports combat agencies, such as such as Fire and Rescue NSW, NSW Police and NSW Environmental Protection Authority with traffic management and recovery.

Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible.

Question no: 1051

1051. Can TfNSW advise on the percentage of night-time heavy vehicle traffic on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about traffic volumes is available on its website.

Question no: 1052

1052. Can TfNSW advise on the technological advancements being implemented to manage heavy vehicle traffic on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about safety features and technologies for heavy vehicles is available on its website.

Question no: 1053

1053. Can TfNSW advise on the initiatives to streamline heavy vehicle traffic at entry and exit points of the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that the dual carriage ways along the Great Western Highway provide opportunities for heavy vehicle traffic to move along the highway with ease.

Question no: 1054

1054. Can TfNSW advise on the impact of heavy vehicle noise on residential areas along the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it views road traffic noise as an important environmental issue and addresses road traffic noise through various approaches, including:

- carrying out assessments of road traffic noise for road projects and applying all feasible and reasonable noise mitigation measures to avoid or minimise noise, where noise exceeds criteria in the NSW Road Noise Policy
- administering the Noise Abatement Program to provide noise mitigation to locations where road traffic noise is high and no road development is taking place.

Transport for NSW also completes periodic inspection of heavy vehicles at testing stations to ensure silencers and emission systems are fitted and maintained. Inspections are also carried out during yearly or half yearly vehicles registration.

Further information is publicly available on the Transport for NSW website.

Question no: 1055

1055. Can TfNSW advise on the frequency of upgrades to signage and infrastructure specific to heavy vehicles on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that routine inspections conducted along the highway identify if signage is required to be updated or repaired.

Question no: 1056

1056. Can TfNSW advise on the number of heavy vehicle tire blowouts on the Great Western Highway in the current year?

Answer:

I am advised:

Transport for NSW deploys staff across NSW to assist with various traffic incidents, including breakdowns.

When notified, Transport for NSW resources and delivery partners provide traffic management services and assist with recovery, with the aim to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 1057

1057. Can TfNSW advise on the protocols for emergency response to heavy vehicle incidents on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW emergency services are responsible for emergency incident responses. Transport for NSW supports emergency services, such as NSW Police, NSW Ambulance and Fire and Rescue NSW with traffic management and recovery.

Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible. During a defined emergency, the Transport Services Functional Area coordinates response and recovery across Transport for NSW to effectively support the lead Combat Agency.

Question no: 1058

1058. Can TfNSW advise on the plans for expanding rest area facilities for heavy vehicle drivers on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Heavy Vehicle Rest Stop Improvement Program aims to plan and prepare for new heavy vehicle rest stop opportunities and potential improvements to existing rest stops.

The program includes a comprehensive audit of the state road network and the existing and potential provision of heavy vehicle rest stops against the Austroads Guidelines. Following consultation in 2023, the Heavy Vehicle Rest Stop Engagement Report was published and provides a summary of themes arising from engagement and consultation with industry, and is available on the NSW Government website.

Question no: 1059

1059. Can TfNSW advise on the number of heavy vehicles that comply with Euro VI emissions standards on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Australian Design Rules are the national standards for road vehicle safety, anti-theft and emissions.

All new road vehicles manufactured in Australia and imported new or second-hand vehicles, must comply with the relevant Australian Design Rules when they are first supplied to the Australian market.

Question no: 1060

1060. Can TfNSW advise on the training programs in place for heavy vehicle drivers regularly using the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that heavy vehicle driver training for licences is assessed through the Heavy Vehicle Competency Based Assessment.

Question no: 1061

1061. Can TfNSW advise on the frequency of load mass checks for heavy vehicles on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1062

1062. Can TfNSW advise on the average downtime for heavy vehicles due to inspections on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1063

1063. Can TfNSW advise on the measures to reduce the impact of heavy vehicles on wildlife along the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about vehicles and wildlife strikes is available on the Transport for NSW and Department of Planning and Environment websites.

Question no: 1064

1064. Can TfNSW advise on the impact of international trade agreements on heavy vehicle traffic on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form.

Question no: 1065

1065. Can TfNSW advise on the percentage of refrigerated heavy vehicles on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that, according to the CSIRO Transit Tool, 12.5 per cent represents refrigerated heavy vehicle movements based on dairy products, fruit, meat, seafood and vegetables.

Question no: 1066

1066. Can TfNSW advise on the coordination with local law enforcement for heavy vehicle traffic management on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it works closely with NSW Police regarding all traffic on State roads.

Transport for NSW regularly meets with local area enforcement agencies and other key stakeholders to work on initiatives to improve safety, reduce congestion and tackle community concerns.

Question no: 1067

1067. Can TfNSW advise on the number of heavy vehicles that use alternative fuels on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for heavy vehicle operators.

Question no: 1068

1068. Can TfNSW advise on the collaboration with heavy vehicle manufacturers to improve efficiency on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it collaborates with the National Heavy Vehicle Regulator and the heavy vehicle industry to understand their requirements to improve safety on the highway.

Transport for NSW is supportive of industry decisions in selecting vehicles that provide safe, sustainable outcomes and enable productivity to be realised.

Question no: 1069

1069. Can TfNSW advise how the new regional train fleet will improve travel times for commuters?

Answer:

I am advised:

The Regional Rail fleet consists of 29 new trains, including 117 carriages, forming:

- 10 long regional and 9 short regional trains which will replace the current XPT and XPLOER services
- 10 regional intercity trains which will replace most of the current Endeavour fleet.

The new fleet will be capable of speeds of up to 160 km/h.

More detailed service planning will be carried out before the deployment of the new Regional Rail fleet, including a timetable for the new services.

Question no: 1070

1070. Can TfNSW advise on the expected increase in reliability with the new regional trains?

Answer:

I am advised:

The ageing NSW regional rail fleet of XPT, XPLOER and Endeavour trains will be replaced with 29 safer, comfortable and more accessible trains for customers travelling across NSW and between, Sydney, Canberra, Melbourne and Brisbane.

Question no: 1071

1071. Can TfNSW advise on the improvements in safety features the new trains will have?

Answer:

I am advised:

Transport for NSW will carry out rigorous testing and commissioning of the new fleet before it enters passenger service.

Transport for NSW has a set of rolling stock standards, including Australian and international Standards, which Momentum Trains must comply with for the design, testing and delivery of the new Regional Rail fleet.

Question no: 1072

1072. Can TfNSW advise on how the new train fleet will enhance comfort for long-distance travellers?

Answer:

I am advised:

The new fleet will include:

- Directional seating, charging points for mobile devices, enclosed overhead luggage storage for extra security, CCTV, digital screens and announcements, and improved accessibility.

Question no: 1073

1073. Can TfNSW advise on the environmental benefits of the new fleet compared to the old?

Answer:

I am advised:

The Regional Rail fleet will be the first trains in Australia to use bi-mode technology. Bi-mode is a diesel-electric hybrid which will allow the fleet to run on overhead power when operating on the electrified train network.

When operating outside of the electrified network, the train uses on-board diesel generators to generate its own power.

Operating the trains in a bi-mode configuration will:

- Reduce carbon emissions by around 540 tonnes annually.
- Reduce diesel pollution by around 3 tonnes annually, saving more than \$2 million on diesel fuel costs annually
- Create a quieter journey when traveling on the electrified network.

Question no: 1074

1074. Can TfNSW advise on the anticipated economic impact of the new fleet on regional tourism?

Answer:

I am advised:

The new Regional Rail fleet is expected to have a positive impact on tourism in NSW.

The new trains will provide a more comfortable and reliable travel experience for tourists travelling across NSW and between Sydney, Canberra, Melbourne and Brisbane.

Question no: 1075

1075. Can TfNSW advise on the accessibility features for differently abled passengers in the new trains?

Answer:

I am advised:

The new regional fleet is being designed to be as accessible and inclusive as possible for all customers. All trains will have:

- Single deck carriages
- Accessible spaces with tray tables
- Priority seats
- Accessible toilets
- Wider doors than the current fleet
- Real time, internal and external visual displays and announcements
- Hearing augmentation in all passenger areas.

Real-time, internal and external visual displays and audible announcements will help customers to keep track of their journey. Hearing augmentation in all passenger areas of the train will assist customers with hearing impairment.

There is currently a gap between the train and the platform at some stations on the regional rail network, making it difficult for customers to board and alight the train. The new fleet will feature a retractable external step to bridge this gap and improve access. A manual boarding ramp will also be deployed by staff to enable access for customers who cannot use the steps.

The colour schemes in the train are being designed to help those with vision impairment move around with ease.

Question no: 1076

1076. Can TfNSW advise on how the fleet will handle increased passenger capacity during peak times?

Answer:

I am advised:

The new regional fleet will consist of 29 new trains, with a total of 117 carriages which will have a capacity of 34 passengers per carriage. The fleet will include 19 long regional and nine short regional trains.

Transport for NSW is currently investigating fleet deployment and service planning options to boost seating capacity and improve interstate rail service offerings.

Question no: 1077

1077. Can TfNSW advise on the types of on-board amenities to be included in the new trains?

Answer:

I am advised:

The new trains will have:

- Comfortable directional seating with aeroplane-style overhead luggage storage and seat pockets
- Charging ports for mobile devices and tray tables suitable for laptops
- Improved accessibility including accessible toilets on every train, wider doors, single-deck carriages, priority seating and accessible help points
- Modern buffet car in the long and short regional trains
- Automatic selective door operation for stations with short platforms.

The new trains will also be designed to be as accessible and inclusive as possible for all passengers.

Question no: 1078

1078. Can TfNSW advise on the frequency of service improvements with the new train introduction?

Answer:

I am advised:

The new fleet is expected to be more reliable and efficient than the current fleet, which will improve the overall travel experience for passengers.

More detailed service planning will be carried out before the deployment of the new Regional Rail fleet.

Question no: 1079

1079. Can TfNSW advise on the benefits of any technological advancements included in the new trains?

Answer:

I am advised:

The new Regional Rail fleet will operate with an Australian first, Bi-mode technology, providing a more environmentally friendly rail service.

Bi-mode is a diesel-electric hybrid which will allow the fleet to run on overhead power when operating on electrified sections of the train network.

Bi-mode technology will significantly reduce carbon emissions and diesel particulates, compared to the current regional fleet.

Question no: 1080

1080. Can TfNSW advise on how the new regional fleet will impact job creation in the rail industry?

Answer:

I am advised:

A key objective of the Regional Rail Project is to provide employment opportunities for people and businesses in regional NSW.

With an estimated 200 jobs required during construction and 50 ongoing jobs during the maintenance phase, the project provides opportunities for long term employment as well as skills development.

Question no: 1081

1081. Can TfNSW advise on how the introduction of the new fleet will improve noise pollution levels?

Answer:

I am advised:

Operating the new fleet in a bi-mode configuration will create a quieter journey when traveling on the electrified network.

Question no: 1082

1082. Can TfNSW advise on the measures taken to ensure the new fleet's compatibility with existing infrastructure?

Answer:

I am advised:

To accommodate the new Regional Rail fleet, some existing rail infrastructure will need to be modified at various locations across the rail network. Work may include:

- modifications to infrastructure within the rail corridor, including platform access, car stopping markers and lighting
- modifications to stabling yards, including provisions for power, water, decanting, cleaning and refuelling.

Question no: 1083

1083. Can TfNSW advise on how the new trains will accommodate the growing demand for regional travel?

Answer:

I am advised:

Refer to the response to Supplementary Question 1076.

Question no: 1084

1084. Can TfNSW advise on the training programs in place for staff to operate the new trains?

Answer:

I am advised:

NSW TrainLink will be consulting with the Rail Tram and Bus Union (RTBU) around training programs for staff.

Question no: 1085

1085. Can TfNSW advise on how the new fleet will be maintained to ensure long-term service quality?

Answer:

I am advised:

As part of the Regional Rail Project, a new purpose-built maintenance facility named Mindyarra is being located at Dubbo to support the new fleet.

Transport for NSW has awarded a contract which covers upgrading, operating and maintaining the Sydenham Maintenance Centre to use as a metropolitan base for refuelling, provisioning, and corrective maintenance.

Question no: 1086

1086. Can TfNSW advise on whether the new trains will offer improved internet connectivity for passengers?

Answer:

I am advised:

The fleet will be fully wi-fi enabled with charging points for mobile devices at each seat.

Question no: 1087

1087. Can TfNSW advise on how the new fleet may reduce the need for road travel and its potential impact on traffic?

Answer:

I am advised:

Making rail transport more attractive and accessible is an effective way to reduce road traffic.

Question no: 1088

1088. Can TfNSW advise on any partnerships with local businesses anticipated due to the new train service?

Answer:

I am advised:

The Regional Rail Project is providing opportunities to support jobs and skills for a more diverse and inclusive workforce, and supply chain through the Jobs, Skills and Industry Participation (JSIP) program.

Question no: 1089

1089. Can TfNSW advise on the expected lifespan of the new regional train fleet?

Answer:

I am advised:

Yes. Transport for NSW is introducing bi-mode technology to the new fleet, the first trains in Australia to use this technology.

Transport for NSW plays a key role in reducing emissions and contributing to the NSW Government's long-term target of net-zero emissions by 2050.

Question no: 1090

1090. Can TfNSW advise on how the new fleet will manage peak holiday travel demands?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1076..

Question no: 1091

1091. Can TfNSW advise on the impact of the new trains on the frequency of regional services?

Answer:

I am advised:

Refer to the response to Supplementary Question 1078.

Question no: 1092

1092. Can TfNSW advise on how the train introduction will complement other regional transportation improvements?

Answer:

I am advised:

Refer to the response to Supplementary Question 1069.

Question no: 1093

1093. Can TfNSW advise on whether there will be an increase in direct services to key regional destinations?

Answer:

I am advised:

Refer to the response to Supplementary Question 1069.

Question no: 1094

1094. Can TfNSW advise on the strategies in place to promote the new regional train services?

Answer:

I am advised:

Refer to the response to Supplementary Question 1069.

Question no: 1095

1095. Can TfNSW advise on the benefits to local economies due to increased accessibility with the new trains?

Answer:

I am advised:

The new trains will provide improved safety, accessibility, facilities and reliability for passengers who travel from many NSW regional centres to Sydney, as well as Canberra, Melbourne and Brisbane.

Question no: 1096

1096. Can TfNSW advise on how the new fleet may impact regional property values?

Answer:

I am advised:

Property values are driven and influenced by a range of economic, social and amenity factors which are external to the impacts from the project.

Question no: 1097

1097. Can TfNSW advise on any expected reductions in travel costs for regular commuters?

Answer:

I am advised:

Pricing of journeys on the new fleet will be subject to future consideration.

Question no: 1098

1098. Can TfNSW advise on how the new trains will be integrated with other public transport modes?

Answer:

I am advised:

Detailed service planning will be carried out before the deployment of the new fleet.

Question no: 1099

1099. Can TfNSW advise on the types of seating and spacing improvements in the new fleet?

Answer:

I am advised:

The long and short regional trains will have two travel classes economy-class, with two-by-two reclinable seating and premium-class with two-by-one reclinable seating, with an open-style buffet car and bay seating areas.

Question no: 1100

1100. Can TfNSW advise on the potential for new regional stops or stations due to the fleet update?

Answer:

I am advised:

Refer to the response to Supplementary Question 1098.

Question no: 1101

1101. Can TfNSW advise on how the new trains will cater to cyclists and their needs?

Answer:

I am advised:

The new Regional Rail fleet will have dedicated bike spaces.

The new long and short regional trains have been designed for bicycles to be stored in line with current NSW TrainLink procedures.

Question no: 1102

1102. Can TfNSW advise on the steps taken to ensure the fleet's energy efficiency?

Answer:

I am advised:

Refer to the response to Supplementary Question 1073.

Question no: 1103

1103. Can TfNSW advise on the impact of the new trains on regional freight services?

Answer:

I am advised:

To accommodate the new Regional Rail fleet, some existing rail infrastructure will need to be modified at various locations across the rail network.

Question no: 1104

1104. Can TfNSW advise on the measures to ensure punctuality with the new train fleet?

Answer:

I am advised:

Refer to the response to Supplementary Question 1073.

Question no: 1105

1105. Can TfNSW advise on how the new trains will facilitate easier travel for school and university students?

Answer:

I am advised:

The Regional Rail fleet will provide comfortable and more accessible trains for customers travelling across NSW and between Sydney, Canberra, Melbourne and Brisbane.

Question no: 1106

1106. Can TfNSW advise on the introduction of new ticketing options with the new fleet?

Answer:

I am advised:

Decisions regarding the passenger experience on the new Regional Rail fleet, such as journey pricing, are being considered

Question no: 1107

1107. Can TfNSW advise on the potential for the new fleet to expand service to currently underserved areas?

Answer:

I am advised:

Refer to the response to Supplementary Question 1098.

Question no: 1108

1108. Can TfNSW advise on the fleet's features to handle extreme weather conditions?

Answer:

I am advised:

Refer to the response to Supplementary Question 1091.

Question no: 1109

1109. Can TfNSW advise on any plans for future expansion or upgrades to the fleet?

Answer:

I am advised:

Refer to the response to Supplementary Question 1091.

Question no: 1110

1110. Can TfNSW advise on the level of local input considered in the design of the new fleet?

Answer:

I am advised:

Stakeholders and customers from diverse groups have been engaged to support the design and delivery of the new fleet. This includes NSW TrainLink staff, human factors specialists, people with disabilities or specific needs and Transport for NSW's Accessible Transport Advisory Committee.

Passenger participants have been independently recruited to ensure an appropriate cross-section of regional rail passengers.

Question no: 1111

1111. Can TfNSW advise on how the new trains will support the needs of regional business commuters?

Answer:

I am advised:

The Regional Rail fleet is focused on accessibility and providing the features that are important to our passengers. With accessible seating, accessible toilets, help points, priority seating and dedicated wheelchair spaces, baby changing facilities, enclosed overhead luggage storage, modern heating, ventilation and air conditioning, window blinds, seats with tray tables, seat pockets, footrests, charging points and more.

The new Regional Rail fleet will have two travel classes: economy-class with two-by-two reclinable seating, and premium-class with two-by-one reclinable seating, with an open-style buffet car and bay seating areas.

The new Regional Rail fleet will also be fully Wi-Fi-enabled.

Question no: 1112

1112. Can TfNSW advise on the expected improvements in operational costs with the new trains?

Answer:

I am advised:

The new Regional Rail fleet will be deployed in a phased approach.

Question no: 1113

1113. Can TfNSW advise on the specific features that will make the new fleet more family-friendly?

Answer:

I am advised:

Refer to the response to Supplementary Question 1077.

Question no: 1114

1114. Can TfNSW advise on the ways the new trains will enhance the overall passenger experience?

Answer:

I am advised:

Refer to the response to Supplementary Question 1077.

Question no: 1115

1115. Can TfNSW advise on the projected increase in ridership due to the new fleet?

Answer:

I am advised:

Refer to the response to Supplementary Question 1069.

Question no: 1116

1116. Can TfNSW advise on the consultation process with regional communities prior to introducing the new fleet?

Answer:

I am advised:

Refer to the response to Supplementary Question 1110.

Question no: 1117

1117. Can TfNSW advise on the initiatives to publicise the new train services to potential users?

Answer:

I am advised:

The process for designing the new Regional Rail fleet includes engagement activities with customers, NSW TrainLink staff, human factors specialists, people with disabilities or specific needs, and Transport for NSW's Accessible Transport Advisory Committee.

Feedback from these engagements is being taken into consideration to refine the fleet design and make sure we deliver the best possible train fleet for our passengers.

Question no: 1118

1118. Can TfNSW advise on the ways the new trains will support the regional economy beyond tourism.

Answer:

I am advised:

A key objective of the Regional Rail Project is to provide opportunities for people and businesses in regional NSW.

A Jobs, Skills and Industry Participation Strategy has been developed and reflects NSW Government policies and programs including the Aboriginal Participation in Construction Policy and the Infrastructure Skills Legacy Program.

There will be around 200 jobs during peak construction and 50 ongoing jobs during operations, including traineeships and apprenticeships. So far, more than 400 workers have been involved in construction on site.

As of 23 June 2023, more than 57 local businesses have won work on the project, along with 19 Registered Aboriginal Businesses. The Project's pre-employment program, which prepares local people for jobs, either at the Mindyarra Maintenance Centre in Dubbo or with local businesses, has achieved an 85 per cent completion rate with Aboriginal participants.

Question no: 1119

1119. Can TfNSW advise on the plans for sustainability and eco-friendly practices in the fleet's operation?

Answer:

I am advised:

Refer to the response to Supplementary Question 1079.

Question no: 1120

1120. Can TfNSW advise on the assistance available to those with sensory sensitivities, like quiet zones or priority seating?

Answer:

I am advised:

Refer to the response to Supplementary Question 1075.

Question no: 1121

1121. Can TfNSW advise on the staff benefits, such as job training or increased employment opportunities, with the new fleet?

Answer:

I am advised:

Refer to the response to Supplementary Question 1080.

Question no: 1122

1122. Can TfNSW advise on the security features to ensure passenger safety on the new trains?

Answer:

I am advised:

Refer to the response to Supplementary Question 1071.

Question no: 1123

1123. Can TfNSW advise on the efforts to reduce the carbon footprint of regional transportation with the new fleet?

Answer:

I am advised:

Refer to the response to Supplementary Question 1072.

Question no: 1124

1124. Can TfNSW advise on how the new trains will handle increased luggage requirements for regional passengers?

Answer:

I am advised:

The new fleet will have overhead luggage storage and storage space at the end of each carriage for larger bags, as well as a checked luggage system for long and short regional train trips.

Overhead enclosed storage is being designed to safely carry small luggage and provide extra security for customers' personal belongings. Transport for NSW is finalising the design of the overhead luggage storage to fit a standard sized carry-on bag.

Question no: 1125

1125. Can TfNSW advise on the provision for entertainment options like streaming services on the new trains?

Answer:

I am advised:

The new Regional Rail fleet will be fully Wi-Fi-enabled.

Question no: 1126

1126. Can TfNSW advise on the ways that service reliability will be communicated to passengers with the new fleet?

Answer:

I am advised:

The fleet will have real-time, internal and external visual displays and audible announcements to help customers to keep track of their journey.

Hearing augmentation in all passenger areas of the train will assist customers with hearing impairment.

Question no: 1127

1127. Can TfNSW advise on how the trains will accommodate seasonal variations in passenger numbers?

Answer:

I am advised:

Refer to the response to Supplementary Question 1069.

Question no: 1128

1128. Can TfNSW advise on the steps taken to minimise service disruptions during the transition to the new fleet?

Answer:

I am advised:

The new Regional Rail fleet will be deployed in a phased approach to minimise any potential service disruptions.

Question no: 1129

1129. Can TfNSW advise on the facilities available for parents with infants on the new trains?

Answer:

I am advised:

Refer to the response to Supplementary Question 1075.

Question no: 1130

1130. Can TfNSW advise on the partnerships with regional educational institutions facilitated by the new train services?

Answer:

I am advised:

The Regional Rail Project provides a significant opportunity to support jobs and skills for a more diverse and inclusive workforce and supply chain through the Jobs, Skills and Industry Participation (JSIP) program.

As part of the JSIP program, Transport for NSW partnered with Skillset, a regional NSW recruitment and employment provider to implement the Schools Based Apprenticeship and Trainee (SBAT) program.

In early 2023, high school students from regional NSW visited Mindyarra Maintenance Centre in Dubbo for an industry day. As part of their curriculum, students from regional schools are offered the chance to participate in industry days through the Regional Industry Education Partnerships (RIEP) program offered by Training Services NSW.

As part of the commitment to industry participation, Transport for NSW (in collaboration with Momentum Trains) partnered with iclick2learn, a Dubbo based social enterprise, to facilitate workshops designed to help regional businesses prepare successful tender submissions for work ranging from small to large scale projects.

Mindyarra Maintenance Centre project team engaged with two local schools based in Dubbo for National Tree Day.

In August 2022, Transport for NSW partnered with Yawarra Community School in Dubbo to plant nearly 50 trees sourced from a local Aboriginal business.

In September 2023, Transport for NSW partnered with Buninyong Public School in Dubbo to revamp the school's yarning circle, create a pathway to the school's veggie patch, and plant over 60 Australian native plants and trees, sourced from a local Aboriginal business.

Question no: 1131

1131. Can TfNSW advise on the role of the new trains in emergency management and evacuation scenarios?

Answer:

I am advised:

Employee roles and responsibilities are yet finalised, although the train operating model is based on the existing Regional Diesel Fleet of trains.

Question no: 1132

1132. Can TfNSW advise on the protocols for maintaining hygiene and cleanliness on the new trains?

Answer:

I am advised:

Refer to the response to Supplementary Question 1131.

Question no: 1133

1133. Can TfNSW advise on the improvements in ticketing technology that come with the new fleet?

Answer:

I am advised:

Decisions regarding the passenger experience on the new Regional Rail fleet, such as journey pricing and ticketing, will be subject to future consideration.

Question no: 1134

1134. Can TfNSW advise on the provisions for passenger feedback and how it will influence service with the new trains?

Answer:

I am advised:

Feedback from stakeholders has contributed to a number of design changes.

Question no: 1135

1135. Can TfNSW advise on the expected impact on regional healthcare access due to improved train services?

Answer:

I am advised:

Refer to the response to Supplementary Question 1095.

Question no: 1136

1136. Can TfNSW advise on the cultural benefits to regional communities connected by the new fleet.

Answer:

I am advised:

Yes, Transport for NSW is committed to providing accessible and inclusive transport services to customers from culturally and linguistically diverse backgrounds.

The new fleet will provide individuals with a vital service which connects people to their communities and helps them to access jobs, social activities, family, friends, and essential services.

Access to the new fleet will create opportunities for business and investment and encourage visitors to our cities and regional communities.

Question no: 1137

1137. Can TfNSW advise on the financial assistance or subsidies for regional passengers using the new trains?

Answer:

I am advised:

Refer to the response to Supplementary Question 1118.

Question no: 1138

1138. Can TfNSW advise on the contingency plans for technical issues or breakdowns in the new fleet?

Answer:

I am advised:

Refer to the response to Supplementary Question 1131.

Question no: 1139

1139. Can TfNSW advise on the measures in place to monitor and evaluate the performance of the new train services?

Answer:

I am advised:

Refer to the response to Supplementary Question 1069.

Question no: 1140

1140. Can TfNSW advise on the process for handling customer complaints and suggestions regarding the new fleet?

Answer:

I am advised:

The Regional Rail Project contact details are publicly available on the project webpage.

Question no: 1141

1141. Can TfNSW advise on the expected increase in regional productivity from upgraded rail lines?

Answer:

I am advised:

Yes, Transport for NSW advises the movement of freight on the rail network in NSW is essential to the success of the NSW economy. Rail freight plays a critical role in the NSW transport task for bulk as well as containerised freight and the movement of rail freight is also critical to the growth of the State's economy.

Further information on the NSW Freight and Ports Plan on action to improve productivity of the rail freight network is publicly available on the Transport for NSW website.

Question no: 1142

1142. Can TfNSW advise on how upgraded rail lines would improve job access for regional communities?

Answer:

I am advised:

Yes. Transport for NSW advises the movement of freight on the rail network in NSW is essential to the success of the NSW economy. Rail freight plays a critical role in the NSW transport task for bulk as well as containerised freight, and the movement of rail freight is also critical to the growth of the State's economy.

Further information on the NSW Freight and Ports Plan on action to improve productivity of the rail freight network is publicly available on the Transport for NSW website.

<https://www.future.transport.nsw.gov.au/>

Question no: 1143

1143. Can TfNSW advise on the projected economic impact of reduced travel times for goods and passengers?

Answer:

I am advised:

Yes, Transport for NSW advises the Future Transport Strategy notes significantly reducing travel times across NSW will encourage more people and businesses to choose regional NSW to call home, creating thriving communities.

Question no: 1144

1144. Can TfNSW advise on the potential for upgraded rail infrastructure to attract new businesses to regional areas?

Answer:

I am advised:

Yes, Transport for NSW advises the facilitation of new businesses in regional areas would be driven and influenced by a range of economic, social and amenity factors which would be external to the perceived or actual impacts from any future rail infrastructure upgrades.

These factors could include the housing supply and demand, interest rates, economic growth, local amenity and accessibility to employment and social infrastructure.

Question no: 1145

1145. Can TfNSW advise on the estimated increase in property values near upgraded rail stations?

Answer:

I am advised:

Yes, Transport for NSW advises property values are driven and influenced by a range of economic, social and amenity factors which are external to the perceived or actual impacts from any future train station upgrades.
These factors could include the housing supply and demand, interest rates, economic growth, local amenity and accessibility to employment and social infrastructure.

Question no: 1146

1146. Can TfNSW advise on the cost savings from reduced road maintenance due to decreased heavy vehicle traffic?

Answer:

I am advised:

Yes, Transport for NSW advises the Future Transport Strategy notes heavy vehicles on NSW roads will continue to play a significant role in delivering the growing freight task. As such, Transport for NSW does not anticipate a reduction in heavy vehicle traffic.

Transport for NSW is working to support and enable heavy vehicle productivity on the State and local road network, through mechanisms such as the Heavy Vehicle Access Policy.

Question no: 1147

1147. Can TfNSW advise on the expected improvement in regional tourism from better rail connectivity?

Answer:

I am advised:

Yes, Transport for NSW advises the Future Transport Strategy notes the important role it has in supporting the visitor economy, including regional tourism.

Question no: 1148

1148. Can TfNSW advise on the potential for upgraded rail lines to reduce economic disparities between regional areas and metropolitan Sydney?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1142.

Question no: 1149

1149. Can TfNSW advise on the estimated job creation during the construction phase of rail upgrades?

Answer:

I am advised:

Yes, Transport for NSW advises that estimated job creation from construction is generally considered during the business case development and tendering processes, in line with the Infrastructure NSW Investor Assurance Framework processes.

Question no: 1150

1150. Can TfNSW advise on the long-term employment effects of improved rail services in regional NSW?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1142.

Question no: 1151

1151. Can TfNSW advise on the benefits of increased rail freight capacity for regional exporters?

Answer:

I am advised:

Yes, Transport for NSW advises information about the benefits of increased rail freight capacity for regional exporters is publicly available its website.

Question no: 1152

1152. Can TfNSW advise on how rail upgrades might improve the resilience of regional economies to shocks such as natural disasters?

Answer:

I am advised:

Yes, Transport for NSW advises the Future Transport Strategy outlines the importance of the transport network, including rail, for resilience.

Question no: 1153

1153. Can TfNSW advise on the expected impact on regional economic growth rates post-upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises the Future Transport Strategy notes the economic benefits of rail upgrades.

Question no: 1154

1154. Can TfNSW advise on how improved rail services could impact the local retail sectors in regional towns?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1144.

Question no: 1155

1155. Can TfNSW advise on the role of upgraded rail in supporting sustainable regional development?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1142.

Question no: 1156

1156. Can TfNSW advise on the expected increase in inter-regional trade due to better rail infrastructure?

Answer:

I am advised:

Yes, Transport for NSW advises information about the expected increase in inter-regional trade due to better rail infrastructure is publicly available on its website.

Question no: 1157

1157. Can TfNSW advise on the potential for new industries to emerge in regions with upgraded rail lines?

Answer:

I am advised:

Yes, Transport for NSW advises information about the potential for new industries to emerge in regions with upgraded rail lines is publicly available on its website.

Question no: 1158

1158. Can TfNSW advise on the forecasted increase in investment in regions connected by upgraded rail?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1142.

Question no: 1159

1159. Can TfNSW advise on the expected economic benefits of improved rail line safety and the associated reduction in accidents?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1141.

Question no: 1160

1160. 2Can TfNSW advise on the financial benefits of converting road freight to rail as a result of rail line upgrades?

Answer:

I am advised:

Yes, Transport for NSW advises information about the financial benefits of converting road freight to rail as a result of rail line upgrades is publicly available on its website.

Question no: 1161

1161. Can TfNSW advise on how enhanced rail connectivity might boost the agricultural sector's efficiency in regional NSW?

Answer:

I am advised:

Yes, Transport for NSW advises information about how enhanced rail connectivity may boost the agricultural sector's efficiency in regional NSW is publicly available on its website.

Question no: 1162

1162. Can TfNSW advise on the expected impact of upgraded rail lines on local educational institutions?

Answer:

I am advised:

Yes, Transport for NSW advises that in line with standard consultation and engagement practices, it consults with a wide range of key stakeholders when planning for future-proofing infrastructure. These stakeholders include education organisations and providers.

Question no: 1163

1163. Can TfNSW advise on the role of improved rail services in facilitating regional population growth?

Answer:

I am advised:

Yes, Transport for NSW advises information about the role of improved rail services in facilitating regional population growth is publicly available on its website.

Question no: 1164

1164. Can TfNSW advise on the projected return on investment for the regional economy from upgrading rail lines?

Answer:

I am advised:

Yes, Transport for NSW advises information about the projected return on investment for the regional economy from upgrading rail lines is publicly available on its website.

Question no: 1165

1165. Can TfNSW advise on how an upgraded rail network could contribute to a more balanced regional population distribution?

Answer:

I am advised:

Yes, Transport for NSW advises information on how an upgraded rail network could contribute to a more balanced regional population distribution is publicly available on its website.

Question no: 1166

1166. Can TfNSW advise how vegetation management contributes to improved road safety along the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises vegetation management on roadsides preserves site distance and ensures visibility of road furniture (i.e. guideposts and signage).

These actions help reduce the risk of road accidents by maintaining visibility of oncoming traffic, for example for turning on to major roads and allowing roadside delineation and guidance to be seen by motorists.

In addition, an area above the road carriageway is kept clear to facilitate passage of high vehicles.

Question no: 1167

1167. Can TfNSW advise on the impact of vegetation control on enhancing driver visibility and reducing wildlife-related accidents?

Answer:

I am advised:

Yes, Transport for NSW advises vegetation management can assist with reducing vehicle strikes by improving sight lines for oncoming motorists and can deter animals which are sensitive to reduced vegetation cover from entering the road corridor.

However, this needs to be balanced with the positive contribution made by native vegetation to the roadside environment particularly when applied outside of the clear zone.

Question no: 1168

1168. Can TfNSW advise if regular tree trimming reduces risks of falling branches and debris on the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises regular trimming reduces risks of falling branches and debris on the Great Western Highway.

Question no: 1169

1169. Can TfNSW advise how vegetation management helps in preserving the integrity of the roadway by preventing root damage?

Answer:

I am advised:

Yes, Transport for NSW advises different trees have different root systems. Transport for NSW ensures new vegetation planted is appropriate to be placed near the roadway. Vegetation maintenance ensures existing tree root systems are monitored for early detection of any root damage to the network.

Question no: 1170

1170. Can TfNSW advise on the role of vegetation management in preventing soil erosion along the highway's embankments?

Answer:

I am advised:

Yes, Transport for NSW advises the principal strategy used to protect against soil erosion on road embankments is to retain vegetation on embankments.

Where this is not possible, tree roots are retained so the roots can continue to act to stabilise a slope, and reduce erosion and sedimentation following rain events.

On new projects or when carrying out clearing of vegetation, a seed mix of native grasses is spread to revegetate the cleared area.

Question no: 1171

1171. Can TfNSW advise whether vegetation management includes planting native species to support local biodiversity?

Answer:

I am advised:

Yes, Transport for NSW advises native tree planting is a central part of any landscaping plan.

Further information is publicly available on the Transport for NSW website.

Question no: 1172

1172. Can TfNSW advise how the strategic planting of trees and shrubs contributes to natural snow fences during winter conditions?

Answer:

I am advised:

Yes, Transport for NSW advises living snow fences are strategically planted windbreaks which have been specifically designed to reduce blowing and drifting snow, and allow it to settle in a designated area.

Living snow fences are commonly placed in geographic areas around the world which experience significant snowfall. Transport for NSW is not aware of the placement of living snow fences across NSW to manage snow and ice along road carriageways during the winter months.

Question no: 1173

1173. Can TfNSW advise on the methods used to ensure that vegetation management does not disrupt local ecosystems?

Answer:

I am advised:

Yes, Transport for NSW advises that it seeks to have minimal impact on local environments while building, maintaining and operating a safe road network for the community.

Key strategies include, careful planning and siting of work, integration of fauna connectivity measures in design, establishment of exclusion zones around sensitive sites, pre-clearing inspections and careful felling practices, re-establishment of native vegetation where required, re-use of resources including bush rock and woody debris, careful weed management, and sedimentation and erosion controls around waterways.

Question no: 1174

1174. Can TfNSW advise if there are any measures in place to protect endangered plant species during vegetation management activities?

Answer:

I am advised:

Yes, Transport for NSW advises any work carried out within endangered species habitats is subject to strict requirements set down by the NSW Biodiversity Conservation Act 2016

and, in some instances, the Commonwealth Environment Protection and Biodiversity Conservation Act 1999.

Question no: 1175

1175. Can TfNSW advise how they assess the environmental impact of vegetation management along the highway?

Answer:

I am advised:

Yes, Transport for NSW advises Transport for NSW is subject to Part 5 of the Environmental Planning and Assessment Act 1979, which requires careful consideration of the likely environmental impacts of its activities on the environment and specific consideration of its impacts on threatened species and ecological communities.

This legal requirement is supported by Transport for NSW's commitments to avoid, minimise, mitigate and, if necessary, offset the impact of activities on the biodiversity.

Transport for NSW has well established processes and guidelines in place to support its infrastructure development and ongoing infrastructure management activities which is reviewed and updated as required.

Question no: 1176

1176. Can TfNSW advise if there are cost savings associated with long-term vegetation management versus reactive maintenance?

Answer:

I am advised:

Yes, Transport for NSW advises vegetation management and the frequency of treatments is dependent on a number of factors including climatic conditions and available resources.

Question no: 1177

1177. Can TfNSW advise how vegetation management impacts the drainage systems along the highway during heavy rains?

Answer:

I am advised:

Yes, Transport for NSW advises vegetation in drains influences the performance of drainage.

Cleaning of table drains and culverts ensures the free flow of water away from roadways and pavement.

Question no: 1178

1178. Can TfNSW advise on the frequency of vegetation inspections and maintenance along the highway corridor?

Answer:

I am advised:

Yes, Transport for NSW advises assessments / inspections are carried out in line with routine maintenance specifications.

Question no: 1179

1179. 14. Can TfNSW advise if vegetation management practices are adjusted seasonally to address different environmental conditions?

Answer:

I am advised:

Yes, Transport for NSW advises frequency of vegetation management is adjusted based on higher growth periods, seasonal conditions and other risk factors such as fire and drought.

Question no: 1180

1180. Can TfNSW advise how community feedback is incorporated into vegetation management plans for the highway?

Answer:

I am advised:

Yes, Transport for NSW advises stakeholder engagement, including with communities, is longstanding part of the transport infrastructure project lifecycle. This allows the community an opportunity to provide feedback on a range of topics, including vegetation management.

Question no: 1181

1181. Can TfNSW advise on any partnerships with local conservation groups to promote sustainable vegetation management?

Answer:

I am advised:

Yes, Transport for NSW advises it carries out routine work with local councils and organisations such as Local Land Services and Landcare to implement revegetation and other conservation management measures as part of the development of its infrastructure projects.

Question no: 1182

1182. Can TfNSW advise if there are specific vegetation buffers maintained to reduce highway noise for nearby residents?

Answer:

I am advised:

Yes, Transport for NSW advises that it views road traffic noise as an important environmental issue and addresses road traffic noise through various approaches, including:

- carrying out assessments of road traffic noise for road projects and applying all feasible and reasonable noise mitigation measures to avoid or minimise noise, where noise exceeds criteria in the NSW Road Noise Policy
- administering the Noise Abatement Program to provide noise mitigation to locations where road traffic noise is high and no road development is taking place.

Vegetation is not used for the management of noise on Transport for NSW projects. Further information is publicly available on the Transport for NSW website.

Question no: 1183

1183. Can TfNSW advise on the training provided to crews for environmentally responsible vegetation management?

Answer:

I am advised:

Yes, Transport for NSW ensures all crews are certified to carry out vegetation management.

There are a number of environmental management briefings and resources available for staff responsible for vegetation management, with staff undertaking training where required. This includes training in weed management, construction near trees and sensitive sites, hygiene protocols, herbicide application, tree removal, pruning and disposal including mulching.

Further information is publicly available on the Transport for NSW website.

Question no: 1184

1184. Can TfNSW advise if vegetation management includes measures to prevent the spread of invasive species?

Answer:

I am advised:

Yes, Transport for NSW advises impacts to ecosystem health arising from weeds and the priority weed prioritisation process is established by the Biosecurity Act 2015 (NSW). Transport for NSW is guided by the various regional weed management plans and the advice of the local weed control officer in its management of roadside weeds within the clear zone.

Question no: 1185

1185. Can TfNSW advise how the clearing of vegetation improves emergency vehicle access in case of roadside incidents?

Answer:

I am advised:

Yes, Transport for NSW advises managing roadside vegetation improves visibility of road delineation and signage.

Question no: 1186

1186. Can TfNSW advise how vegetation management is balanced with aesthetic considerations for drivers and local communities?

Answer:

I am advised:

Yes, Transport for NSW advises various documents, including the Urban Design Policy & Guidelines, guide how projects along the Great Western Highway are planned.

Transport for NSW's focus is on understanding the unique qualities of the landscape towns, nature, heritage and designing projects which fit with these characteristics.

Question no: 1187

1187. Can TfNSW advise if there is a strategy in place for replanting vegetation that is removed for roadworks or maintenance?

Answer:

I am advised:

Yes, Transport for NSW advises the replanting or rehabilitation of vegetation clearance is determined in the scope of work for individual projects where appropriate.

Question no: 1188

1188. Can TfNSW advise on the use of sustainable and eco-friendly equipment in their vegetation management efforts?

Answer:

I am advised:

Yes, Transport for NSW advises vegetation management on roadsides typically involves the use of mowers, pruners, mulchers, herbicides and slashers.

Transport for NSW will continue to investigate more sustainable procurement options as technology develops and becomes available, including the use of solar energy as an alternative to diesel power for remote area work.

Question no: 1189

1189. Can TfNSW advise if they conduct audits or evaluations of their vegetation management outcomes?

Answer:

I am advised:

Yes, Transport for NSW advises compliance of environmental approvals is a routine part of project delivery for its projects.

Transport for NSW operates a regular “lessons learnt” program, whereby environment teams identify opportunities to improve environmental management practices and take advantage of opportunities to improve environment outcomes for the community. Contract specifications for activities such as tree planting would also have an evaluation component which again is designed to drive continuous improvement in delivery over time.

Question no: 1190

1190. Can TfNSW advise how they mitigate the effects of vegetation removal on local wildlife habitats?

Answer:

I am advised:

Yes, Transport for NSW advises in addition to its overarching commitment to avoid, minimise, mitigate and offset impacts on native vegetation and habitats, it also specifically recognises the value of habitat hollows in the environmental impact assessment process carried out for routine and minor work as well as other larger scale projects.

The Transport for NSW Biodiversity Policy requires such hollows (and any trees removed) to be replaced locally, if possible, and if not, payments are made to the Transport Conservation Fund to support habitat augmentation and other conservation measures across NSW.

Question no: 1191

1191. Can TfNSW advise if any of the removed vegetation is repurposed or recycled?

Answer:

I am advised:

Yes, Transport for NSW advises that cleared vegetation waste is managed in accordance with its Waste Management Guideline 2023.

Native vegetation may have a number of reuses on site, such as mulching, use as erosion and sedimentation control, fauna habitat or producing millable timber. Waste vegetation (weeds) is sent to a resource recovery and disposal facility, and a green waste recycling facility for composting, if possible.

For native vegetation, the waste hierarchy gives priority to onsite retention of trunks and branches to augment on-ground habitat resources. Mulched material is also used as a groundcover weed suppressant (when applied thickly across areas of ground cover weeds) or to add organic material to areas of native vegetation (when applied lightly to areas of native vegetation). For larger projects, beneficial re-use opportunities are also explored, such as working with Local Land Services on riverine re-snagging and riverbank restoration projects using felled timber.

Weedy vegetation is treated locally wherever possible (i.e. through burial or composting) and land-fill is only used where no other options is available.

Question no: 1192

1192. Can TfNSW advise on the efforts taken to reduce carbon emissions through their vegetation management practices?

Answer:

I am advised:

Yes, Transport for NSW advises it is committed to avoiding and minimising impacts to native vegetation through its infrastructure development program. Additionally, where trees are removed for infrastructure development, Transport for NSW is committed to replacing trees within the local environment impacted by tree loss. Where this is not possible, projects contribute to the Transport Conservation Fund which then funds conservation management activities, including revegetation programs at strategic locations across NSW.

By minimising and replacing (over time) the impact on trees and vegetation, Transport for NSW minimises the carbon emissions associated with unavoidable clearing.

Question no: 1193

1193. Can TfNSW advise if they use any chemical treatments in their vegetation management and how they ensure these are environmentally safe?

Answer:

I am advised:

Yes, Transport for NSW advises the integrated management approach to vegetation management involves the use of slashing, mowing, tree trimming as well as the careful use of herbicides where appropriate (i.e. around signage and guide posts to maintain visibility for all road users).

Question no: 1194

1194. Can TfNSW advise how vegetation management contributes to the overall scenic value of the Great Western Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1186.

Question no: 1195

1195. Can TfNSW advise on any future plans to enhance vegetation along the highway for environmental and aesthetic benefits?

Answer:

I am advised:

Yes, Transport for NSW advises this is dependent on the availability of routine maintenance funding.

Question no: 1196

1196. Can TfNSW advise if vegetation management includes creating firebreaks to protect against bushfires?

Answer:

I am advised:

Yes, Transport for NSW advises it shares road corridor responsibility with local councils, and the creation and maintenance of firebreaks is primarily the responsibility of local councils.

Question no: 1197

1197. Can TfNSW advise how they ensure that vegetation management activities do not contribute to land degradation?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1170.

Question no: 1198

1198. Can TfNSW advise on how they educate the public about the importance of vegetation management along highways?

Answer:

I am advised:

Yes, Transport for NSW advises a number of sources of information are available to educate the public on the importance of vegetation management, including local council resources, Local Land Services, National Parks and Wildlife Service along with educational institutions such as TAFE.

Transport for NSW also has a number of guidelines and resources publicly available on its website.

Question no: 1199

1199. Can TfNSW advise if there is a long-term vegetation management plan that aligns with state conservation goals?

Answer:

I am advised:

Yes, Transport for NSW advises that, while acknowledging and supporting the contribution made by roadside reserves to nature conservation in NSW, is legally obliged to operate a safe and efficient road transport system. This means vegetation management must occur to maintain sight distances and, at times, remove trees which are potential hazards to road users.

Transport for NSW is actively improving the roadside environment through its commitments to tree planting and hollow replacement (outside the clear zone) as well as they way wildlife mitigation is integrated into its road infrastructure development program.

Question no: 1200

1200. Can TfNSW advise on the role of vegetation in managing the local microclimate and reducing the heat island effect along the highway?

Answer:

I am advised:

Yes, Transport for NSW advises roadside vegetation can improve the urban microclimate by reducing air temperature, increasing humidity, lowering noise levels and providing wind breaks. It can also affect the road/land surface temperature by altering the surface light reflection and evapotranspiration.

Different vegetation types, such as grasses, shrubs and trees, have different cooling effects depending on their spatial distribution and configuration.

Question no: 1201

1201. Can TfNSW advise how they prioritise areas for vegetation management along the highway?

Answer:

I am advised:

Yes, Transport for NSW advises a range of operational factors are utilised to prioritise vegetation management for sections of road across NSW, including crash history, time since last maintenance, traffic volumes including freight, operational importance, impact on road infrastructure assets and natural disasters including flooding and bushfire risk.

These factors drive operational planning for vegetation maintenance activities.

Question no: 1202

1202. Can TfNSW advise on how vegetation management helps to maintain sight lines for traffic signs and signals?

Answer:

I am advised:

Yes, Transport for NSW advises managing roadside vegetation by trimming or removing it can improve visibility to sight lines, signs and traffic lights.

Question no: 1203

1203. Can TfNSW advise if there are any innovative technologies being used to improve vegetation management efficiency?

Answer:

I am advised:

Yes, Transport for NSW advises it uses remote controlled mowers for difficult to access areas such as adjacent to noise walls or in and around drains. Drones are also used to monitor vegetation in harder to reach areas, such as slopes.

Transport for NSW is continuing to identify more efficient methods to control vegetation in the road reserve.

Question no: 1204

1204. Can TfNSW advise how they manage vegetation to facilitate safe pedestrian and cyclist access where the highway intersects with trails or paths?

Answer:

I am advised:

Yes, Transport for NSW advises routine vegetation maintenance increases visibility for pedestrians and cyclists.

Question no: 1205

1205. Can TfNSW advise if they track the species diversity before and after vegetation management activities?

Answer:

I am advised:

Yes, Transport for NSW advises ongoing routine vegetation management is not expected to reduce species diversity within a locality as it removes regrowth from a clear zone which was first established when the road was constructed.

For new road construction, ecological monitoring programs are carried out, typically during construction and during the early years of operation, to monitor impacts on native species.

Question no: 1206

1206. Can TfNSW advise on the impact of vegetation management on the overall lifecycle costs of highway maintenance?

Answer:

I am advised:

Yes, Transport for NSW advises roadside slashing assists with improving sight distance, reducing the starting of fires and moving water from the road pavement.

Tree trimming in strategic locations also reduces shading on the road pavement which can lead to ice and damage to the road.

Question no: 1207

1207. Can TfNSW advise how they ensure the sustainability of water resources when managing vegetation?

Answer:

I am advised:

Yes, Transport for NSW advises its Biodiversity Guidelines outline how Transport for NSW manages projects near aquatic habitats and riparian zones.

Key strategies include establishing exclusion zones within environmentally sensitive areas, careful management of machinery and plant near waterways, retention of roots and stumps on banks to aid in bank stability and working with Department of Primary Industries (DPI) around re-snagging and rehabilitation activities.

These activities would be informed by the environmental impact assessment carried out prior to a decision to carry out these activities and in accordance with any permits and guidelines from DPI.

Question no: 1208

1208. Can TfNSW advise if they collaborate with meteorological experts to understand the impact of vegetation on local weather patterns?

Answer:

I am advised:

Yes, Transport for NSW advises it engages with a range of stakeholders to understand the impact of vegetation on local weather patterns.

Question no: 1209

1209. Can TfNSW advise how they prevent disruption to traffic flow during vegetation management operations?

Answer:

I am advised:

Yes, Transport for NSW advises traffic control is implemented while vegetation management is carried out to ensure the safety of crews and all road users.

Question no: 1210

1210. Can TfNSW advise if there are any benefits to air quality as a result of their vegetation management practices?

Answer:

I am advised:

Yes, Transport for NSW advises it is recognised that vegetation can improve air quality, particularly reducing particulate levels.

Question no: 1211

1211. Can TfNSW advise how they handle the vegetation management in culturally significant areas along the highway?

Answer:

I am advised:

Yes, Transport for NSW advises vegetation impacts in areas which can be considered culturally significant are assessed and managed in accordance with relevant legislation, following extensive consultation and engagement with cultural knowledge holders.

Question no: 1212

1212. Can TfNSW advise if they engage in seed collection and propagation to maintain native vegetation along the highway?

Answer:

I am advised:

Yes, Transport for NSW advises seed collection has been carried out in areas which were impacted by the Great Western Highway upgrade program.

The intention of the seed collection was to establish a seed bank to use during the revegetation phase of the program.

Question no: 1213

1213. Can TfNSW advise on the effectiveness of their vegetation management in controlling erosion after extreme weather events?

Answer:

I am advised:

Yes, Transport for NSW advises the use of vegetation to prevent erosion and sedimentation is a strategy it employs.

The progressive revegetation of disturbed areas during construction is a highly effective method in protecting sensitive areas from erosion.

Question no: 1214

1214. Can TfNSW advise if there's an impact on local fauna crossings and how they mitigate any negative effects?

Answer:

I am advised:

Yes, Transport for NSW advises that to improve and mitigate negative effects to the movement of the fauna through the Great Western Highway, corridor oversized culverts will be installed. There are existing fauna crossings in the Forty Bends area.

Question no: 1215

1215. Can TfNSW advise on how often they update their vegetation management strategies to adapt to climate change?

Answer:

I am advised:

Yes, Transport for NSW advises it is committed to avoiding, minimising, mitigating and offsetting the impact of its activities on biodiversity.

Transport for NSW recognises vegetation management has a role to play in supporting to the adaptive capacity of natural environments in the face of climate change.

Road corridors connect remaining habitats in fragmented landscapes and allow species recolonisation in the face of local extinction events brought on by increased bushfire and flood.

Further information is publicly available on the Transport for NSW website.

Question no: 1216

1216. Can TfNSW advise on the minimum age requirement for applying for a heavy vehicle license?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on the NSW Government website.

Question no: 1217

1217. Can TfNSW advise if there is a maximum age limit for holding a heavy vehicle license?

Answer:

I am advised:

Yes, Transport for NSW advises there is no upper age limit for holding a driver licence, including a heavy vehicle licence in NSW.

Question no: 1218

1218. Can TfNSW advise on the types of heavy vehicle licenses available?

Answer:

I am advised:

Yes, Transport for NSW advises information about the types of heavy vehicle licenses available is publicly available on the NSW Government website.

Question no: 1219

1219. Can TfNSW advise on the eligibility criteria for an HC (Heavy Combination) license?

Answer:

I am advised:

Yes, Transport for NSW advises information about the eligibility criteria for an HC (Heavy Combination) license is publicly available on the NSW Government website.

Question no: 1220

1220. Can TfNSW advise on the eligibility criteria for an MC (Multi-Combination) license?

Answer:

I am advised:

Yes, Transport for NSW advises information about the eligibility criteria for an MC (Multi-Combination) license is publicly available on the NSW Government website.

Question no: 1221

1221. Can TfNSW advise on the different classes of heavy vehicles and their corresponding licenses?

Answer:

I am advised:

Yes, Transport for NSW advises information about the different classes of heavy vehicles and their corresponding licences is publicly available on the NSW Government website.

Question no: 1222

1222. Can TfNSW advise if a medical check is required before applying for a heavy vehicle license?

Answer:

I am advised:

Yes, Transport for NSW advises information about whether a medical check is required before applying for a heavy vehicle licence is publicly available on the NSW Government website.

Question no: 1223

1223. Can TfNSW advise on the steps to upgrade from a light rigid (LR) to a heavy rigid (HR) license?

Answer:

I am advised:

Yes, Transport for NSW advises information about the steps to upgrade from a light rigid (LR) to a heavy rigid (HR) licence is publicly available on the NSW Government website.

Question no: 1224

1224. Can TfNSW advise on the necessary qualifications to unroll in a heavy vehicle licensing course?

Answer:

I am advised:

Yes, Transport for NSW advises information about heavy vehicle licencing courses is publicly available on the NSW Government website.

Question no: 1225

1225. Can TfNSW advise on the cost of obtaining a heavy vehicle license?

Answer:

I am advised:

Yes, Transport for NSW advises information about the cost of obtaining a heavy vehicle licence is publicly available on the NSW Government website.

Question no: 1226

1226. Can TfNSW advise on the duration of the heavy vehicle licensing course?

Answer:

I am advised:

Yes, Transport for NSW advises the duration of the heavy vehicle licencing course is publicly available on the NSW Government website.

Question no: 1227

1227. Can TfNSW advise on the pass rates for heavy vehicle licensing tests?

Answer:

I am advised:

Yes, Transport for NSW advises drivers pass the Heavy Vehicle Competency Based Assessment if they meet the requirements.

From 1 July 2022 to 30 June 2023, 25,780 competency tests and final competency assessments were carried out. The competency assessments had a 98 per cent average pass rate during this period.

Question no: 1228

1228. Can TfNSW advise if there's a provisional period after obtaining a heavy vehicle license?

Answer:

I am advised:

Yes, Transport for NSW advises there is no provisional period for any class of heavy vehicle licence.

Question no: 1229

1229. Can TfNSW advise on the restrictions placed on new heavy vehicle license holders?

Answer:

I am advised:

Yes, Transport for NSW advises there are no legislated restrictions placed on a heavy vehicle licence holder based on the length of their licence tenure.

Heavy vehicle licence holders have a 0.02 Blood Alcohol Content restriction, which is not specific to heavy vehicle licence holders.

Question no: 1230

1230. Can TfNSW advise on the validity period of a heavy vehicle license before renewal is required?

Answer:

I am advised:

Yes, Transport for NSW advises the validity period of a heavy vehicle licence before renewal is required is publicly available on the NSW Government website.

Question no: 1231

1231. Can TfNSW advise on the requirements for interstate drivers looking to transfer their heavy vehicle license to NSW?

Answer:

I am advised:

Yes, Transport for NSW advises to transfer to a NSW driver licences, holders of interstate licences must:

- Present their interstate driver licence, or a confirmation of licence details/status letter from the interstate driver licensing issuing authority,
- Meet appropriate TfNSW eyesight test standards,
- Satisfy normal licence age and tenure requirements,
- Satisfy normal medical requirements,
- Present acceptable proof of identity documents to TfNSW requirements
- Meet all other Transport for NSW licensing requirements.

An applicant for a class MC licence must pass a commercial medical assessment.

Question no: 1232

1232. Can TfNSW advise on the frequency of medical tests for heavy vehicle license holders?

Answer:

I am advised:

Yes, Transport for NSW advises that in NSW, it is compulsory for the holder of an Multi Combination class licence to undertake a medical assessment at specified age intervals as follows:

- 21 years of age and over: Every 10 years
- 40 years of age and over: Every five years
- 60 years of age and over: Every two years
- 70 years of age and over: Annually.

All other licence holders must provide a satisfactory medical report from the age of 75 years.

Any person who holds a Bus Driver Authority under the age of 60 must complete a medical assessment every three years. From the age of 60 years, medical assessments are required on an annual basis.

Heavy vehicle licence holders with declared medical conditions are generally assessed on an annual basis, at the time of the licence holder's birthday. Assessment frequency can be modified in accordance with the advice from the licence holder's treating health professional.

Transport for NSW also has mandatory driving test requirements for heavy vehicle licence holders.

Holders of an LR, MR, HR and HC class licence must undertake an annual driving test from the age of 80 years.

Question no: 1233

1233. Can TfNSW advise on the process of renewing a heavy vehicle license?

Answer:

I am advised:

Yes, Transport for NSW advises that the process of renewing a heavy vehicle licence is publicly available on the Service NSW website.

Question no: 1234

1234. Can TfNSW advise on the legal load limits for different heavy vehicle license classes?

Answer:

I am advised:

Yes, Transport for NSW advises that the legal load limits for different heavy vehicle licence classes is available on the NSW Government website.

Question no: 1235

1235. Can TfNSW advise on the penalties for driving a heavy vehicle without the correct license class?

Answer:

I am advised:

Yes, Transport for NSW advises it is a legal requirement to be licenced to drive a vehicle in NSW, under section 53 of the Road Transport Act 2013 (NSW). Driving without a licence can result in a fine. In some circumstances, a disqualification can apply, whether by order of a Court, or as prescribed by legislation.

Question no: 1236

1236. Can TfNSW advise on the type of practical driving test required for a heavy vehicle license?

Answer:

I am advised:

Yes, Transport for NSW advises practical driving tests required to obtain a heavy vehicle licence include the Final Competency Assessment, and the Competency Test which are both undertaken within the Heavy Vehicle Competency Based Assessment program.

Question no: 1237

1237. Can TfNSW advise on the availability of government-funded training for heavy vehicle licenses?

Answer:

I am advised:

Yes, Transport for NSW advises it accredits some Registered Training Organisations but does not fund training to obtain heavy vehicle licences.

Question no: 1238

1238. Can TfNSW advise on the recognition of heavy vehicle licenses from other countries?

Answer:

I am advised:

Yes, Transport for NSW advises a holder of an overseas heavy vehicle licence who wants to convert their overseas licence to a NSW equivalent licence must pass a computer and driving test or Heavy Vehicle Competency Based Assessment for that class of licence.

Question no: 1239

1239. Can TfNSW advise on the need for a Hazard Perception Test for heavy vehicle licenses?

Answer:

I am advised:

Yes, Transport for NSW advises information about the Hazard Perception Test is available on the NSW Government website.

Question no: 1240

1240. Can TfNSW advise on the differences between the HR and HC licenses?

Answer:

I am advised:

Yes, Transport for NSW advises information about the differences between the HR (heavy rigid) and HC (heavy combination) licenses is publicly available on the NSW Government website.

Question no: 1241

1241. Can TfNSW advise on the conversion process for military heavy vehicle licenses to civilian equivalents?

Answer:

I am advised:

Yes, Transport for NSW advises that when applying for a NSW licence, a holder of an Australian Defence Force photo licence must present the photo licence.

Service NSW validates the photo licence with the Australian Defence Force. An eyesight test must be passed and normal licensing requirements are met. Licence tenure requirements must also be met.

Question no: 1242

1242. Can TfNSW advise on the towing restrictions for different heavy vehicle licenses?

Answer:

I am advised:

Yes, Transport for NSW advises that information around towing restrictions for different heavy vehicle licences is publicly available on the NSW Government website.

Question no: 1243

1243. Can TfNSW advise if experience with lighter vehicles counts towards a heavy vehicle licensing qualification?

Answer:

I am advised:

Yes, Transport for NSW advises information about whether experience with lighter vehicles counts towards a heavy vehicle licensing qualification is publicly available on the NSW Government website.

Question no: 1244

1244. Can TfNSW advise on the endorsement requirements for dangerous goods transportation?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the NSW Environment Protection Authority and SafeWork NSW.

Question no: 1245

1245. Can TfNSW advise on the recertification process for heavy vehicle drivers?

Answer:

I am advised:

Yes, Transport for NSW advises the recertification process for heavy vehicle drivers is publicly available on the Service NSW website.

Question no: 1246

1246. Can TfNSW advise on the competency-based training for heavy vehicle licenses?

Answer:

I am advised:

Yes, Transport for NSW advises information about competency-based training for heavy vehicle licences is publicly available on the NSW Government website.

Question no: 1247

1247. Can TfNSW advise on the role of driving schools in the heavy vehicle licensing process?

Answer:

I am advised:

Yes, Transport for NSW advises 17 Registered Training Organisations contract to deliver the Heavy Vehicle Competency Based Assessment program.

Question no: 1248

1248. Can TfNSW advise on the vehicle requirements for taking the heavy vehicle driving test?

Answer:

I am advised:

Yes, Transport for NSW advises information about the vehicle requirements for taking the heavy vehicle driving test is publicly available on the NSW Government website.

Question no: 1249

1249. Can TfNSW advise if there's a need for a logbook during the heavy vehicle licensing training period?

Answer:

I am advised:

Yes, Transport for NSW advises information about the need for a logbook during the heavy vehicle licencing training period test is publicly available on the NSW Government website.

Question no: 1250

1250. Can TfNSW advise on the use of automatic vehicles for heavy vehicle license tests?

Answer:

I am advised:

Yes, Transport for NSW advises information about the use of automatic vehicles for heavy vehicle licence tests is publicly available on the NSW Government website.

Question no: 1251

1251. Can TfNSW advise on the implications of having a heavy vehicle license suspended?

Answer:

I am advised:

Yes, Transport for NSW advises implications vary according to the reason a licence has been suspended.

Question no: 1252

1252. Can TfNSW advise on the re-testing process after a heavy vehicle license has been revoked?

Answer:

I am advised:

Yes, Transport for NSW advises the circumstances surrounding a licence suspension influence the steps required to reobtain the licence.

Question no: 1253

1253. Can TfNSW advise if there are additional endorsements required for long-haul or interstate driving?

Answer:

I am advised:

Yes, Transport for NSW advises that information around additional endorsements required for long-haul or interstate driving is publicly available on the Service NSW website.

Question no: 1254

1254. Can TfNSW advise on the language options available for the heavy vehicle written exam?

Answer:

I am advised:

Yes, Transport for NSW advises that information around language options available for the heavy vehicle written exam is publicly available on the NSW Government website.

Question no: 1255

1255. Can TfNSW advise on the regulations for carrying passengers with a heavy vehicle license?

Answer:

I am advised:

Yes, Transport for NSW advises this information is available in the Passenger Transport Act 2014 (NSW).

Question no: 1256

1256. Can TfNSW advise if fatigue management training is mandatory for heavy vehicle licensing?

Answer:

I am advised:

Yes, Transport for NSW advises information on fatigue management is detailed in the Heavy Vehicle Drivers Handbook, which is required to be read prior to attempting the Heavy Vehicle Knowledge Test. The test must be passed before a Heavy Vehicle Competency Based Assessment or Heavy Vehicle Driving Test can be booked with Service NSW.

Question no: 1257

1257. Can TfNSW advise on the annual review process for heavy vehicle license regulations?

Answer:

I am advised:

Yes, Transport for NSW advises the National Driver Licensing Scheme provides a standard system for driver licences, covering how licences are issued, renewed, suspended, or cancelled.

Heavy vehicle licencing in NSW follows the National Heavy Vehicle Driver Competency Framework.

Question no: 1258

1258. Can TfNSW advise on the policies regarding heavy vehicle license holders' traffic violations?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicle drivers can face penalties like fines, licence suspensions, and registration consequences for traffic violations.

Question no: 1259

1259. Can TfNSW advise on the acceptable medical conditions for heavy vehicle license applicants?

Answer:

I am advised:

Yes, Transport for NSW advises it is required by legislation to assess licence holders against the medical standards for licensing detailed in the Assessing Fitness to Drive guidelines, published by Austroads.

Question no: 1260

1260. Can TfNSW advise on the appeal process for a declined heavy vehicle license application?

Answer:

I am advised:

Yes, Transport for NSW advises information about the appeal process for a declined heavy vehicle licence application is publicly available on the Service NSW website.

Question no: 1261

1261. Can TfNSW advise on the process for upgrading from a heavy rigid to a heavy combination license?

Answer:

I am advised:

Yes, Transport for NSW advises information about the process for upgrading from a heavy rigid to a heavy combination licence is publicly available on the NSW Government website.

Question no: 1262

1262. Can TfNSW advise on the legal responsibilities of a heavy vehicle license holder?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicle licence holders need to comply with NSW road transport law.

Question no: 1263

1263. Can TfNSW advise on the environmental regulations applicable to heavy vehicle license operations?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1264

1264. Can TfNSW advise on the heavy vehicle license requirements for towing multiple trailers?

Answer:

I am advised:

Yes, Transport for NSW advises information about heavy vehicle licence requirements for towing multiple trailers is publicly available on the NSW Government website.

Question no: 1265

1265. Can TfNSW advise on the inspection and compliance requirements for heavy vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises information about the inspection and compliance requirements for heavy vehicles is publicly available on the Transport for NSW website.

Question no: 1266

1266. Can TfNSW advise if a Professional Driving Instructor license is needed to train heavy vehicle drivers?

Answer:

I am advised:

Yes, Transport for NSW advises information about whether a Professional Driving Instructor licence is required to train heavy vehicle drivers is publicly available on the NSW Government website.

Question no: 1267

1267. Can TfNSW advise on the number of attempts allowed for the heavy vehicle practical test?

Answer:

I am advised:

Yes, Transport for NSW advises there is no legislated limit on the number of attempts a person can take to pass a Service NSW heavy vehicle driving test or Heavy Vehicle Competency Based Assessment competency test/assessment.

Question no: 1268

1268. Can TfNSW advise on the guidelines for heavy vehicle license holders driving in urban areas?

Answer:

I am advised:

Yes, Transport for NSW advises guidelines for heavy vehicle licence holders driving in urban areas is publicly available on the NSW Government website.

Question no: 1269

1269. Can TfNSW advise on the procedures for reporting health changes affecting heavy vehicle license validity?

Answer:

I am advised:

Yes, Transport for NSW advises, if a person does not meet the medical standards, or Transport for NSW receives information which raises genuine concern about a licence holder's medical fitness or competency to drive, Transport for NSW is authorised to cancel, suspend or vary a driver licence or request that the licence holder undertakes relevant testing or assessment to demonstrate fitness to drive.

Question no: 1270

1270. Can TfNSW advise on the impact of demerit points on a heavy vehicle license?

Answer:

I am advised:

Yes, Transport for NSW advises information around the impact of demerit points on a heavy vehicle licence is publicly available on the Service NSW website.

Question no: 1271

1271. Can TfNSW advise on the training modules included in the heavy vehicle licensing course?

Answer:

I am advised:

Yes, Transport for NSW advises the training modules included in the heavy vehicle licencing course is publicly available on the NSW Government website.

Question no: 1272

1272. Can TfNSW advise on the exemptions, if any, for rural heavy vehicle drivers?

Answer:

I am advised:

Yes, Transport for NSW advises drivers can take a heavy vehicle driving test with a Service NSW officer in areas where the Heavy Vehicle Competency Based Assessment is not available. There are no licencing exemptions for rural heavy vehicle drivers.

Question no: 1273

1273. Can TfNSW advise on the criteria for becoming a heavy vehicle license assessor?

Answer:

I am advised:

Yes, Transport for NSW advises the criteria for becoming a heavy vehicle license assessor is publicly available on the Transport for NSW website.

Question no: 1274

1274. Can TfNSW advise on the process for obtaining a duplicate heavy vehicle license if the original is lost or stolen?

Answer:

I am advised:

Yes, Transport for NSW advises the process for obtaining a duplicate heavy vehicle licence if the original is lost or stolen is publicly available on the Service NSW website.

Question no: 1275

1275. Can TfNSW advise on the timeline for transitioning from an overseas heavy vehicle license to a local one?

Answer:

I am advised:

Yes, Transport for NSW advises there are a range of factors that determine the timeline for transitioning an overseas licence to a NSW heavy vehicle licence.

Question no: 1276

1276. Can TfNSW advise on the requirements for heavy vehicle license holders to carry specific documentation while driving?

Answer:

I am advised:

Yes, Transport for NSW advises all NSW road users, including heavy vehicle operators are required to carry a current drivers' licence, which is in line with the type of vehicle they

are operating. Aside from this, heavy vehicle operators are also required to carry log books to record journey and break times.

Question no: 1277

1277. Can TfNSW advise on the measures in place for the continuous education of heavy vehicle license holders?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicle licence holders are required to ensure they adhere to Heavy Vehicle National Law requirements, including ensuring they hold the correct licence to operate the vehicle type as appropriate.

Education of drivers is a collaborative effort between Transport for NSW, the National Heavy Vehicle Regulator, transport companies and drivers themselves.

Question no: 1278

1278. Can TfNSW advise on the support services available for applicants with literacy difficulties in obtaining a heavy vehicle license?

Answer:

I am advised:

Yes, Transport for NSW advises if an applicant's first language is English, but they have difficulty understanding the question, a Service NSW centre staff member can read or interpret the test for them.

Question no: 1279

1279. Can TfNSW advise on the requirements for maintaining a clean driving record for heavy vehicle license eligibility?

Answer:

I am advised:

Yes, Transport for NSW advises there is no requirement to have a clean driving record to be eligible to obtain a heavy vehicle licence.

Carrying demerit points, or a history thereof, will not prevent a person from obtaining a heavy vehicle licence, unless the applicant has exceeded the demerit point limit and is serving an "ineligibility to apply for a licence" period.

Question no: 1280

1280. Can TfNSW advise on the training for emergency situations as part of the heavy vehicle licensing process?

Answer:

I am advised:

Yes, Transport for NSW advises training for emergency situations is part of the heavy vehicle licencing process.

Question no: 1281

1281. Can TfNSW advise on the update frequency for the heavy vehicle driver's handbook?

Answer:

I am advised:

Yes, Transport for NSW advises the Heavy Vehicle Driver's Handbook is printed every six months and includes any updates or changes since the issuance of the last edition.

Question no: 1282

1282. Can TfNSW advise on the policy for using electronic log devices by heavy vehicle license holders?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1283

1283. Can TfNSW advise on the requirements for driving a heavy vehicle with air brakes?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator. Australian Design Rules are the national standards for road vehicle safety, anti-theft and emissions, and therefore determine the requirements.

All new road vehicles manufactured in Australia and imported new or second-hand vehicles, must comply with the relevant Australian Design Rules when they are first supplied to the Australian market.

Question no: 1284

1284. Can TfNSW advise on the renewal process for heavy vehicle licenses for drivers living abroad temporarily?

Answer:

I am advised:

Yes, Transport for NSW advises the renewal process for heavy vehicle licences for drivers living abroad temporarily is publicly available on the Service NSW website.

Question no: 1285

1285. Can TfNSW advise on the frequency of heavy vehicle license checks during road inspections?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1286

1286. Can TfNSW advise on the discounts or financial assistance available for veterans applying for a heavy vehicle license?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on the NSW Government website.

Question no: 1287

1287. Can TfNSW advise on the rest period requirements between heavy vehicle licensing tests after a failure?

Answer:

I am advised:

Yes, Transport for NSW advises customers who fail a heavy vehicle driving test at Service NSW cannot take another test for seven days from the date of the last test.

Customers who fail a Final Competency Assessment (FCA) and Competency Test (CT) undertaken within the Heavy Vehicle Competency Based Assessment program can be retaken one hour after the failure. However, an alternate route must be used.

Question no: 1288

1288. Can TfNSW advise on the official channels to report misconduct by a heavy vehicle license training provider?

Answer:

I am advised:

Yes, Transport for NSW advises complaints can be submitted via its website.

Question no: 1289

1289. Can TfNSW advise on the role of medical practitioners in the heavy vehicle licensing process?

Answer:

I am advised:

Yes, Transport for NSW advises medical practitioners are not required to provide a medical assessment for all heavy vehicle drivers.

Doctors are only required to complete a medical assessment if a heavy vehicle driver has a medical condition, holds a multi-combination vehicle licence, is over the age of 75 or holds a Bus Driver Authority.

Question no: 1290

1290. Can TfNSW advise on the integration of telematics for training in heavy vehicle licensing programs?

Answer:

I am advised:

Yes, Transport for NSW advises there is no current integration of Telematics within the Heavy Vehicle Competency Based Assessment program.

Question no: 1291

1291. Can TfNSW advise on the total number of heavy vehicle rest stops currently in NSW?

Answer:

I am advised:

Yes, Transport for NSW refers to the response to Question on Notice 7.

Question no: 1292

1292. Can TfNSW advise on the distribution of heavy vehicle rest stops by highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on the National Heavy Vehicle Regulator website.

Question no: 1293

1293. Can TfNSW advise on the criteria used to determine the location of heavy vehicle rest stops?

Answer:

I am advised:

Yes, Transport for NSW refers to the 2019 Austroads Guidelines for the Provision of Heavy Vehicle Rest Area Facilities when determining the location of heavy vehicle rest stops.

The Guidelines informs the type, spacing and location of heavy vehicle rest stops. Additional factors such as the volume and composition of traffic, road environment, demand for parking, driver needs, industry, community and stakeholder feedback, existing

crash history and crash risk factors, social, environmental, and engineering constraints and legislative and jurisdictional requirements also inform the type, spacing and location of rest stops along a given road corridor.

Question no: 1294

1294. Can TfNSW advise on the plans for new heavy vehicle rest stop installations in the next fiscal year?

Answer:

I am advised:

Yes, Transport for NSW advises the Australian Government has rest stop funding available under the Heavy Vehicle Safety and Productivity Program and Heavy Vehicle Rest Area Program, which is open to all states as part of a competitive process.

In September 2023, Transport for NSW submitted priority projects which meet the criteria, with the outcome pending a decision by the Australian Government. Transport for NSW is also planning to submit further sites in subsequent funding rounds. The outcome of these submissions will determine which projects, if any, will be progressed for installation over the next financial year.

The new rest stops planning for installation or an upgrade to an existing rest stop in the next fiscal year include:

- Class 3 rest area within Narrabri to Moree heavy duty pavement upgrade project
- An upgrade to the existing Yambie Lagoon rest area.

Question no: 1295

1295. Can TfNSW advise on the types of rest stops available specifically for heavy vehicles in NSW?

Answer:

I am advised:

Yes, Transport for NSW advises the Austroads Guidelines for the Provision of Heavy Vehicle Rest Area Facilities provides that the Heavy Vehicle Rest Stops are categorised as Major (class 1 or 2), Minor (class 3 or 4), Truck Parking Bays (Class 5), Green Reflector Sites (informal).

Question no: 1296

1296. Can TfNSW advise on the funding allocated for the maintenance of heavy vehicle rest stops for the current year?

Answer:

I am advised:

Yes, Transport for NSW advises the budget for the maintenance for heavy vehicle rest stops is included in the 2023-24 NSW Budget Papers.

Question no: 1297

1297. Can TfNSW advise on the accessibility features available at heavy vehicle rest stops in NSW?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicle rest stops are designed to be compliant with requirements under the Austroads Guidelines for the Provision of Heavy Vehicle Rest Area Facilities.

Question no: 1298

1298. Can TfNSW advise on the frequency of usage for the most popular heavy vehicle rest stops?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form.

Question no: 1299

1299. Can TfNSW advise on the amenities provided at heavy vehicle rest stops on the Pacific Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on the Transport for NSW website.

Question no: 1300

1300. Can TfNSW advise on the partnership opportunities for private companies at heavy vehicle rest stops?

Answer:

I am advised:

Yes, Transport for NSW advises the commercialisation of rest stop sites is considered on a case-by-case basis. Considerations include parking and traffic management, site maintenance and litter control and the proposed offering.

Question no: 1301

1301. Can TfNSW advise on the availability of fuel services at heavy vehicle rest stops across NSW?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form.

Question no: 1302

1302. Can TfNSW advise on the security measures in place at heavy vehicle rest stops?

Answer:

I am advised:

Yes, Transport for NSW is trialling the use of mobile CCTV at key locations to understand capacity issues and whether there are behavioural issues. This work will inform treatments which can be implemented that will address the cause of capacity issues directly.

In addition, Transport for NSW advises heavy vehicles, like all road users, can report incidents including accidents or breakdowns via the Incident Reporting Line on 131 700. In emergency situations, road users are encouraged to contact emergency services via Triple Zero (000).

Question no: 1303

1303. Can TfNSW advise on the cleaning and waste management procedures for these rest stops?

Answer:

I am advised:

Yes, Transport for NSW advises procedures for cleaning and waste management are developed by the relevant group carrying out the work, which is either Transport for NSW or council crews and/or contractors.

The procedures would align with WHS standards and risks management processes.

Question no: 1304

1304. Can TfNSW advise on the consultation process with trucking associations for rest stop development?

Answer:

I am advised:

Yes, Transport for NSW has engaged with the road freight industry to inform its work in improving the number and quality of heavy vehicle rest stops in NSW. The Heavy Vehicle Rest Stop Improvement Program aims to plan and prepare for new heavy vehicle rest stop opportunities and potential improvements to existing rest stops.

Between November 2022 and March 2023, Transport for NSW engaged the road freight industry to inform its work in improving the number and quality of heavy vehicle rest stops in NSW. Heavy vehicle drivers and operators were invited to share their perspective to ensure our work meets the current and future needs of heavy vehicle drivers and the growing freight task by identifying any gaps in the network.

In August 2023, the findings were published in the Heavy Vehicle Rest Stop Engagement Report which is available on the NSW Government website.

Question no: 1305

1305. Can TfNSW advise on the measures taken to ensure the safety of drivers at these rest stops?

Answer:

I am advised:

Yes, Transport for NSW refers to the response to Supplementary Question 1302.

Question no: 1306

1306. Can TfNSW advise on the rest stop provisions for hazardous material transporters?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicle operators are responsible for complying with NSW Environmental Protection Authority regulations regarding the transportation of dangerous goods.

Question no: 1307

1307. Can TfNSW advise on the average distance between heavy vehicle rest stops on major highways?

Answer:

I am advised:

Yes, Transport for NSW refers to the response to Supplementary Question 1293.

Question no: 1308

1308. Can TfNSW advise on the strategies in place to inform drivers about rest stop locations?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1309

1309. Can TfNSW advise on the availability of emergency services at or near heavy vehicle rest stops?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for NSW emergency services agencies.

Question no: 1310

1310. Can TfNSW advise on the seasonal variations in rest stop usage by heavy vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises with an expected greater number of trips during peak demand times such as Christmas and during harvest season which would be anticipated to impact demand of rest areas on key freight routes, rest breaks are mandated under Heavy Vehicle National Law.

Question no: 1311

1311. Can TfNSW advise on the role of technology in managing rest stop facilities?

Answer:

I am advised:

Yes, Transport for NSW advises it currently uses a number of technologically supported functions to assist in managing rest areas including Smart Bins which alert the contractor when the bins are full and Farmbot tanks which notifies when the water tanks are full. Further, Transport for NSW designed and delivered 66 electronic display Driver Reviver Signs across NSW to make it safer and easier for operators at the Driver Reviver sites to turn on and switch off which replaced the manual placement of "Open" signage.

Transport for NSW has also established a project team to look at potential solutions for capacity planning at heavy vehicle rest stops. This work may lead to proof of concepts and potentially involve technology providers.

Question no: 1312

1312. Can TfNSW advise on the compliance rates with rest period regulations at these stops?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1313

1313. Can TfNSW advise on the feedback mechanism for users of heavy vehicle rest stops?

Answer:

I am advised:

Yes, Transport for NSW carries out Customer Satisfaction Surveys of heavy vehicle drivers twice per year and engages with peak NSW road freight industry bodies three times per year.

Transport for NSW for NSW also welcomes feedback, complaints, compliments and suggestions via its feedback page.

Question no: 1314

1314. Can TfNSW advise on the procedures for reporting issues at heavy vehicle rest stops?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1313.

Question no: 1315

1315. Can TfNSW advise on the availability of rest areas with overnight parking facilities?

Answer:

I am advised:

Yes, Transport for NSW advises all rest areas are available for heavy vehicle drivers to take their mandated rest breaks and a map of heavy vehicle rest stops is available on the Transport for NSW website for a selection of the nearest and appropriate rest stop location.

Question no: 1316

1316. Can TfNSW advise on the data collection methods used to assess rest stop utilisation?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form.

Question no: 1317

1317. Can TfNSW advise on the presence of rest stops with facilities for disabled drivers?

Answer:

I am advised:

Yes, Transport for NSW refers to the response to Supplementary Question 1299.

Question no: 1318

1318. Can TfNSW advise on the educational initiatives regarding rest stop usage for driver fatigue management?

Answer:

I am advised:

Yes, Transport for NSW runs the 'Don't Trust Your Tired Self' campaign aimed at helping drivers, including of heavy vehicles, recognise the signs of fatigue, maintain awareness of the risks of driving tired, and educate drivers on how to avoid driving tired.

The campaign communicates to drivers the actions they should take to combat fatigue and avoid driving tired, including taking regular rest stops.

Tracking results show that the campaign continues to impact motorists' future intentions to get a good night's sleep before their next drive and to avoid driving when they feel they may be too tired to do so.

In 2022-23, the campaign ran across NSW on out of home, digital, radio, social media and television. During holiday periods, the promotion of rest stops for fatigued road users is promoted on the NSW Road Safety Facebook page.

Question no: 1319

1319. Can TfNSW advise on the impact of heavy vehicle rest stops on local traffic patterns?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the relevant Local Government road authorities.

Question no: 1320

1320. Can TfNSW advise on the rest stop features designed to accommodate oversized vehicles?

Answer:

I am advised:

Yes, Transport for NSW refers to the response to Supplementary Question 1293.

Question no: 1321

1321. Can TfNSW advise on the use of sustainable practices at heavy vehicle rest stop facilities?

Answer:

I am advised:

Yes, Transport for NSW advises in accordance with the Austroads Guidelines for the Provision of Heavy Vehicle Rest Area Facilities, rest areas are designed to preserve the environmental qualities of an area, including to minimise impacts on local fauna and flora, water quality, noise quality or air quality, where possible.

Question no: 1322

1322. Can TfNSW advise on the process for heavy vehicle drivers to give input on rest stop services?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1313.

Question no: 1323

1323. Can TfNSW advise on the availability of weather protection at heavy vehicle rest areas?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1299.

Question no: 1324

1324. Can TfNSW advise on the collaborations with local governments on rest stop planning?

Answer:

I am advised:

Yes, Transport for NSW advises it works closely with local government, businesses, and communities to ensure successful places and transport systems that enable economic activity.

Transport for NSW also works with the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

Question no: 1325

1325. Can TfNSW advise on the number of rest stops with dedicated facilities for livestock transporters?

Answer:

I am advised:

Yes, Transport for NSW advises there are 743 rest areas with heavy parking capacity and toilet facilities in NSW.

Further information is publicly available on the Transport for NSW website.

Question no: 1326

1326. Can TfNSW advise on the availability of rest stop information in multiple languages?

Answer:

I am advised:

Yes, Transport for NSW advises the Heavy Vehicle Rest Stop Improvement Program aims to plan and prepare for new heavy vehicle rest stop opportunities and potential improvements to existing rest stops.

The program includes a comprehensive audit of the state road network and the existing and potential provision of heavy vehicle rest stops against the Austroads Guidelines.

Following consultation in 2023, the Heavy Vehicle Rest Stop Engagement Report was published and provides a summary of themes arising from engagement and consultation with industry, and is available on the NSW Government website.

These themes included signage on approach to and at rest stops. A program of work has been published which includes updating rest stop wayfinding signage guidelines, and auditing and improving highway signage of rest stopping sites.

Question no: 1327

1327. Can TfNSW advise on the plans for upgrading existing heavy vehicle rest stops?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1294.

Question no: 1328

1328. Can TfNSW advise on the rest stop provisions for long-distance coach operators?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1325.

Question no: 1329

1329. Can TfNSW advise on the specific rest stop locations that will be receiving more funding?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1294.

Question no: 1330

1330. Can TfNSW advise on the criteria for determining rest stop spacing on highways?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1293.

Question no: 1331

1331. Can TfNSW advise on the availability of digital rest stop guides or applications?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1299.

Question no: 1332

1332. Can TfNSW advise on the measures for rest stop capacity management during peak travel times?

Answer:

I am advised:

Yes, Transport for NSW is trialling the use of mobile CCTV at key locations to better understand capacity issues and whether there are behavioural issues. This work will inform treatments that can be implemented that will address the cause of capacity issues directly.

Question no: 1333

1333. Can TfNSW advise on the policies regarding the commercialisation of rest stop areas?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1300.

Question no: 1334

1334. Can TfNSW advise on the availability of electric vehicle charging stations at heavy vehicle rest stops?

Answer:

I am advised:

Yes, Transport for NSW recognises the importance of access to charging and refuelling infrastructure across the entire NSW freight network in achieving a reduction in carbon emissions for road freight.

Large-scale infrastructure solutions will require coordinated efforts with other NSW Government agencies, the Commonwealth and industry. Transport for NSW will continue to work with other partners to plan and co-deliver infrastructure initiatives.

Question no: 1335

1335. Can TfNSW advise on the facilities provided for pet relief at rest stops?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to responses to Supplementary Questions 1293 and 1299.

Question no: 1336

1336. Can TfNSW advise on the emergency evacuation plans for rest stops in case of natural disasters?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW emergency services are responsible for emergency incident responses. Transport for NSW supports combat agencies, such as such as Fire and Rescue NSW, NSW Police and NSW Environmental Protection Authority with checking rest areas and assisting motorists in the event of a road closure due to natural disasters.

Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible.

Question no: 1337

1337. Can TfNSW advise on the availability of healthy food options at rest stops?

Answer:

I am advised:

Yes, Transport for NSW advises the commercialisation of rest stop sites is considered on a case-by-case basis. Considerations include parking and traffic management, site maintenance and litter control and the proposed offering.

The approval for the use of a rest area by a vendor does not consider the type of food or drinks a vendor supplies to the public.

Question no: 1338

1338. Can TfNSW advise on the number of heavy vehicle rest stops with shower facilities?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1299.

Question no: 1339

1339. Can TfNSW advise on the partnerships with health organisations for wellness checks at rest stops?

Answer:

I am advised:

Yes, Transport for NSW works with the freight and heavy vehicle industry to improve road safety outcomes, including to support the road freight industry deliver positive outcomes for its workforce.

Transport for NSW has piloted the 'Be Freight Fit' program to provide heavy vehicle drivers with an opportunity to manage their rest and break times in a way that promotes improved health and wellbeing.

Transport for NSW notes the National Heavy Vehicle Regulator provides guidance on its website about the importance of mental health, including the role of operators, employers, heavy vehicle drivers and other workers in the chain of responsibility.

The National Heavy Vehicle Regulator is a Government Partner of the Healthy Heads in Trucks and Sheds, a foundation working to improve mental health and wellbeing outcomes.

Question no: 1340

1340. Can TfNSW advise on the funding sources for rest stop development and maintenance?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to responses to Supplementary Questions 1294 and 1296.

Question no: 1341

1341. Can TfNSW advise on the specific rest stops that have received recent upgrades?

Answer:

I am advised:

Yes, Transport for NSW advises recent rest stops which have received upgrades include:

- Willy Wally along the Golden Highway – safety barrier
- Cassilis Park along the Golden Highway – shelter, concreting, footpaths and pavement improvements
- Westwood along the Golden Highway – shelter, concreting, drainage and access improvements
- Bundjalung along the Pacific Highway – additional toilet
- Kennedys Gap southbound along the Pacific Highway – signage
- Chapmans northbound along the Pacific Highway – signage
- Coolongolook Ampol northbound along the Pacific Highway – signage
- Coolongolook Ampol southbound along the Pacific Highway – signage.

Question no: 1342

1342. Can TfNSW advise on the availability of load checking and inspection facilities at rest stops?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator. However, Transport for NSW notes heavy vehicle operators can carry out their own load checks at rest stops.

Question no: 1343

1343. Can TfNSW advise on the initiatives for environmentally friendly rest stops?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the responses to Supplementary Questions 1293 and 1321

Question no: 1344

1344. Can TfNSW advise on the presence of cultural or historical information at rest stops for driver engagement?

Answer:

I am advised:

Yes, Transport for NSW advises the Austroads Guidelines for Heavy Vehicle Rest Area facilities notes consideration should be given to existing landmarks, scenic viewpoints and tourist interest areas which may make the rest area attractive for passing motorists.

Question no: 1345

1345. Can TfNSW advise on the number of heavy vehicle rest stops that are currently unmanned?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form.

Question no: 1346

1346. Can TfNSW advise on the provisions for medical emergencies at heavy vehicle rest stops?

Answer:

I am advised:

Yes, Transport for NSW advises 74 heavy vehicle rest stops have emergency phones available for use in emergencies.

Transport for NSW advises heavy vehicles, like all road users, can report incidents via the Incident Reporting Line on 131 700. Road users are encouraged to contact emergency services via Triple Zero (000) in emergency situations.

Question no: 1347

1347. Can TfNSW advise on the number of rest stops with facilities specifically for female truck drivers?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form.

Question no: 1348

1348. Can TfNSW advise on the heavy vehicle rest stop provisions for peak holiday travel periods?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1332.

Question no: 1349

1349. Can TfNSW advise on the number of rest stops that have been closed in the past year and the reasons why?

Answer:

I am advised:

Yes, Transport for NSW advises the NSW Rest Areas Map is updated as required and holds information on rest stops across the NSW road network.

Work has started to update the classification of rest areas in NSW to meet the Austroads' Guidelines for the Provision of Heavy Vehicle Rest Area Facilities. Transport for NSW may consolidate closely spaced stops into one stop to create efficiencies in better services needs and capacity of sites.

Question no: 1350

1350. Can TfNSW advise on the impact of rest stops on the surrounding environment and wildlife?

Answer:

I am advised:

Yes, Transport for NSW advises rest stops range in size from large to small and contain a range of facilities including toilets, driver-reviver facilities, picnic tables and parking. Depending on their size and location, rest stops can support important natural habitats including rare plants and woodlands and other native wildlife.

Rest stops are carefully designed and sited to avoid and minimise habitat fragmentation and loss. They also include facilities to ensure proper management of waste and measures to reduce negative impacts on local water quality from run-off. Patrons of rest stops have a role to play in managing their waste to avoid encouraging pests, and to reduce inadvertent spread of invasive species, including weeds.

Question no: 1351

1351. Can TfNSW advise on the strategies to address the shortage of rest stops in remote areas?

Answer:

I am advised:

Yes, Transport for NSW advises it is working to improve heavy vehicle rest-stopping opportunities across the NSW road network. The work involves investigating opportunities for improvements to formal and informal rest stops, including:

- New rest stop facilities for heavy vehicles
- Improvements to existing rest stop facilities for heavy vehicles, including innovative high-productivity vehicles
- Improved maintenance of rest stop facilities
- Better wayfinding (signage and maps) for heavy vehicle rest stops
- Stakeholder engagement to ensure industry informs prioritisation, development, and delivery of improvements.

The 'Provision of NSW Heavy Vehicle Rest Stops in Regional NSW' was included in the 2022 Infrastructure Australia Priority list and Transport for NSW has completed an assessment of network gaps across regional NSW.

Question no: 1352

1352. Can TfNSW advise on the future technologies being considered for rest stop improvements?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1311.

Question no: 1353

1353. Can TfNSW advise on the training provided to rest stop maintenance staff?

Answer:

I am advised:

Yes, Transport for NSW advises rest stop maintenance staff are inducted using a site-specific induction package, using detailed Safe Work Method Statements.

Question no: 1354

1354. Can TfNSW advise on the frequency and type of inspections carried out at heavy vehicle rest stops?

Answer:

I am advised:

Yes, Transport for NSW advises inspections are carried out at the same time as the required servicing schedules.

Question no: 1355

1355. Can TfNSW advise on the involvement of rest stops in tourism and local business promotion?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicle rest stops are provided to assist with managing driver fatigue and wellbeing for heavy vehicle drivers.

The freight task, which includes heavy vehicle freight is a key contributor to enabling successful places. These contributions include to the local economic development in supporting local business operations, the provision of jobs, infrastructure development (such as housing, schools, amenities, road infrastructure) and the delivery of goods for retail operators such as fuel and consumables.

Question no: 1356

1356. Can TfNSW advise on the number of rest stops with dedicated bus parking zones?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1325.

Question no: 1357

1357. Can TfNSW advise on the rest stops currently undergoing renovation and the expected completion dates?

Answer:

I am advised:

Yes, Transport for NSW is continuing work to improve heavy vehicle rest stops across the NSW road network.

For further details on recently completed upgrades, refer to the response to Supplementary Question 1341.

Question no: 1358

1358. Can TfNSW advise on the consultation done with heavy vehicle drivers regarding rest stop placement and design?

Answer:

I am advised:

Yes, Transport for NSW advises the Heavy Vehicle Rest Stop Improvement Program aims to plan and prepare for new heavy vehicle rest stop opportunities and potential improvements to existing rest stops.

Between November 2022 and March 2023, Transport for NSW engaged the road freight industry to inform its work in improving the number and quality of heavy vehicle rest stops in NSW. Heavy vehicle drivers and operators were invited to share their perspective to ensure our work meets the current and future needs of heavy vehicle drivers and the growing freight task by identifying any gaps in the network.

The Heavy Vehicle Rest Stop Engagement Report provides a summary of themes arising from engagement and consultation with industry and is available on the NSW Government website.

Question no: 1359

1359. Can TfNSW advise on the support services available for drivers at risk of fatigue at rest stops?

Answer:

I am advised:

Yes, Transport for NSW advises the purpose of rest areas is to assist with managing driver fatigue and wellbeing, including facilities to refresh with access to food and beverages.

Question no: 1360

1360. Can TfNSW advise on the proportion of rest stops with real-time traffic and road condition information?

Answer:

I am advised:

Yes, Transport for NSW advises traffic volume information is available on its website. All road users have access to LiveTraffic NSW information about incidents which can cause congestion or delays on the network. In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published. All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 1361

1361. Can TfNSW advise on the collaboration with technology providers for smart rest stop solutions?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1311.

Question no: 1362

1362. Can TfNSW advise on the funding opportunities for small businesses at rest stops?

Answer:

I am advised:

Yes, Transport for NSW is committed to providing services such as toilet facilities, drinking water and lighting at rest stop areas. At this stage, there is no commitment to fund the set-up of small businesses at these sites.

Question no: 1363

1363. Can TfNSW advise on the impact of COVID-19 on the operations and facilities at rest stops?

Answer:

I am advised:

Yes, Transport for NSW advises freight kept moving during COVID-19 pandemic to ensure critical supplies such as supermarket and medical supplies reached their destinations.

Drivers were required to follow NSW Health guidelines in relation to social distancing, mask wearing and scanning QR codes at service facilities but rest areas remained open during this time.

Transport for NSW worked with highway service centres and petrol stations, advocating for the drivers' need to have their mandated rest breaks and to be able to access food and beverage options.

Transport for NSW was also in regular communication with the freight industry and heavy vehicle operators.

Question no: 1364

1364. Can TfNSW advise on the heavy vehicle rest stop features that are most appreciated by drivers?

Answer:

I am advised:

Yes, Transport for NSW advises the Heavy Vehicle Rest Stop Engagement Report provides a summary of the features raised during engagement and consultation with industry.

The report is publicly available on the NSW Government website.

Question no: 1365

1365. Can TfNSW advise on the plans for rest stops along future road expansion projects?

Answer:

I am advised:

Yes, Transport for NSW recognises the need to improve the number and quality of rest stops on the NSW road network and the role rest stops play in supporting heavy vehicle driver wellbeing and compliance with fatigue management regulation. There is evidence which suggests the provision of rest areas reduces fatigue related heavy vehicle crashes. Between November 2022 and March 2023, Transport for NSW engaged the road freight industry to inform its work in improving the number and quality of heavy vehicle rest stops in NSW. Heavy vehicle drivers and operators were invited to share their perspective to ensure Transport for NSW meets the current and future needs of heavy vehicle drivers and the growing freight task by identifying any gaps in the network.

In seeking feedback, Transport for NSW asked industry to prioritise feedback on the Barton Highway, Princes Highway and Great Western Highway in the first instance and then consider the broader state road network.

Feedback will be used to identify priority areas, inform future improvements to the quality and quantity of heavy vehicle rest areas.

Question no: 1366

1366. Can TfNSW advise on the number of rest stops that also serve as tourist information points?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1344.

Question no: 1367

1367. Can TfNSW advise on the reduction of fire risks due to proactive vegetation management along the NSW rail network?

Answer:

I am advised:

Yes, Transport for NSW advises Sydney Trains carries out scheduled periodical tractor slashing throughout the Sydney Trains maintained rail corridors to lessen the fuel load.

Additionally, through the Hazard Tree Removal Program, unsound trees, which are generally dead or dying and have the potential to ignite more readily, are identified and promptly removed.

Work is also carried out across the Country Regional Network to mitigate fire risks by reducing fuel loads, including:

- 11,532 kilometres of herbicide spraying each year
- 3022 kilometres of slashing each year
- 88 tree removals per year
- 3201 hectares of spraying and/or slashing to control vegetation in yards and sidings across the network.

Question no: 1368

1368. Can TfNSW advise how vegetation control contributes to minimising obstructions on tracks and signals?

Answer:

I am advised:

Yes, Transport for NSW advises vegetation reduction provides safe clearances for staff sighting when working in and around the operational lines and removes obstructions to train driver signals to ensure no signals are passed at stop.

The reduction and removal of weeds and saplings also reduces the impact to the integrity of track geometry and drainage.

Question no: 1369

1369. Can TfNSW advise on the impact of vegetation management on train visibility and safety at crossings?

Answer:

I am advised:

Yes, Transport for NSW advises vegetation clearances for trains approaching level crossings are maintained as per standards to enable appropriate train approach warning times for vehicles and pedestrians.

This includes spraying and slashing at 1181 level crossing locations each year across the Country Regional Network.

Question no: 1370

1370. Can TfNSW advise on the improvements to track stability and reduced erosion due to strategic vegetation management?

Answer:

I am advised:

Yes, Transport for NSW advises on-track herbicide programs across the Sydney Trains network reduce weeds and vegetation through the track formation. Vegetation is maintained and controlled on embankments to aid with track stability.

Across the Country Regional Network, properly managed vegetation cover (generally grass) can be utilised to stabilise embankments. In other cases, unmanaged vegetation growth has the potential to compromise the structural integrity of rail embankments. There is also a program along the Country Regional Network to monitor geotechnical risk sites (slopes and embankments) and clear vegetation in instances where vegetation may cause or contribute to a slope stability failure.

Question no: 1371

1371. Can TfNSW advise how regular vegetation clearance helps in maintaining the structural integrity of rail embankments?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1370.

Question no: 1372

1372. Can TfNSW advise on the cost savings associated with regular vegetation maintenance versus emergency clearances?

Answer:

I am advised:

Yes, Transport for NSW advises it has implemented a strategic plan of vegetation maintenance which reduces growth to make the vegetation more manageable as well as mitigate or reduce emergency requirements.

Proactive maintenance lengthens asset lifespan, increases efficiency, and decreases unplanned downtime leading to significant cost savings for the business.

Question no: 1373

1373. Can TfNSW advise on the role of vegetation management in the prevention of track flooding?

Answer:

I am advised:

Yes, Transport for NSW advises vegetation management assists in mitigating against the risks of flood events by stabilising the ground and offering protection from erosion. Vegetation cover improves the ability of surface water to infiltrate into the ground, and clearing and removing loose debris and overgrown vegetation also allows water to flow freely through drainage paths and reduces the potential for debris to block drainage infrastructure (such as channels and drains) and prevent track flooding.

Question no: 1374

1374. Can TfNSW advise if there are any benefits to wildlife habitats from selective vegetation management along the rail corridors?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1379.

Question no: 1375

1375. Can TfNSW advise on the benefits of using native plant species in vegetation management strategies?

Answer:

I am advised:

Yes, Transport for NSW advises proactive vegetation management in rail corridors across NSW plays an essential role in ensuring the safety and reliability of operations on the entire rail network.

Vegetation management along the NSW rail network is carried out to maintain train driver line of sight for signals, crossings and the railway track, as well as lessen fuel load to prevent potential bush fire occurrences, prevent track flooding, identify and prevent the spread of noxious weeds, and maintain corridor security.

Question no: 1376

1376. Can TfNSW advise on the frequency of track inspections and maintenance required in well-managed vegetative areas?

Answer:

I am advised:

Yes, Transport for NSW advises proactive vegetation management in rail corridors across NSW plays an essential role in ensuring the safety and reliability of operations on the entire rail network.

Vegetation management along the NSW rail network is carried out to maintain train driver line of sight for signals, crossings and the railway track, as well as lessen fuel load, prevent track flooding and maintain corridor security.

Tracks along the Sydney Trains network are inspected every 72 hours.

The frequency of track inspections across the Country Regional Network is dependent on the annual volume of rail traffic which passes across each respective line:

- For Country Regional Network corridors with movements of more than 10 million gross tonnes, track inspections are carried out twice a week
- For Country Regional Network corridors with movements between one million gross tonnes and 10 million gross tonnes, track inspections will be carried out on a weekly basis.
- For Country Regional Network corridors with movements of less than one million gross tonnes, track inspections are carried out on a fortnightly basis.

Question no: 1377

1377. Can TfNSW advise how vegetation management has affected the punctuality and reliability of train services?

Answer:

I am advised:

Yes, Transport for NSW advises vegetation management programs in place across the NSW rail network mitigate against the potential for falling tree and branches as well as vegetation encroachment on operational train lines which reduces the impact of delays to train services and ensures improved reliability.

The programs also ensures adequate clearance is maintained between vegetation and high voltage feeders which aims to prevent potential bush fire occurrences.

Low level vegetation clearance ensures corridors adjacent to the operational lines is free of debris and mitigates against the potential for grass fires which may impact services.

Low level clearance also ensures drivers have an unimpeded view of all signalling indications to ensure trains are not slowed due to poor sighting distances which assists drivers with maintaining timetable punctuality.

Question no: 1378

1378. Can TfNSW advise on the correlation between vegetation management and reduced derailments or accidents?

Answer:

I am advised:

Yes, Transport for NSW advises vegetation debris and tree failures have the potential to contribute to derailments and accidents if not managed adequately.

Adequate vegetation maintenance helps to prevent potential undermining of the integrity of track formation, drainage blockages and slope stability failures in cuttings.

Question no: 1379

1379. Can TfNSW advise on the ecological considerations taken into account when managing vegetation?

Answer:

I am advised:

Yes, Transport for NSW advises general approvals are required prior to the start of vegetation management work, including carrying out environmental checks to identify any impact on the local environment and waterways, and identifying any threatened species or ecological communities.

Additionally, any work carried out within endangered species habitats is subject to strict requirements set down by the Biodiversity Conservation Act 2016 (NSW) and, in some instances, the Commonwealth Environment Protection and Biodiversity Conservation Act 1999.

Question no: 1380

1380. Can TfNSW advise on the effectiveness of vegetation barriers in mitigating noise pollution from trains?

Answer:

I am advised:

Yes, Transport for NSW advises that vegetation screening, while not completely mitigating noise, can obscure the origin of reduces the perception of noise.

Additionally, Transport for NSW also launched the Freight Noise Attenuation Program in late 2015 to minimise the impact of freight rail noise on NSW residents.

The treatments offered under the program have been proven to substantially reduce freight rail noise impacts which are experienced in living and sleeping areas which face the rail corridor. Treatments can include like-for-like upgraded windows, solid external doors and enhanced ventilation.

Question no: 1381

1381. Can TfNSW advise on the improvements to the microclimate around the tracks due to effective vegetation management?

Answer:

I am advised:

Yes, Transport for NSW advises while specific data is not collected around improvements to the microclimate around NSW rail network tracks due to effective vegetation management, more generally, vegetation can improve a microclimate by reducing air temperature, increasing humidity, lowering noise levels and providing wind breaks. It can also affect the land surface temperature by altering surface light reflection and evapotranspiration.

Different vegetation types, such as grasses, shrubs and trees, have different cooling effects depending on their spatial distribution and configuration.

Question no: 1382

1382. Can TfNSW advise on the strategies used to manage vegetation without harming the environment?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1379.

Question no: 1383

1383. Can TfNSW advise how they ensure that the vegetation management program respects the local biodiversity?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1379.

Question no: 1384

1384. Can TfNSW advise on the ways vegetation management has helped in reducing carbon footprint of rail operations?

Answer:

I am advised:

Yes, Transport for NSW advises that vegetation management along the NSW rail network is carried out to maintain train driver line of sight for signals, crossings and the railway track to ensure safety, as well as lessen fuel load, prevent track flooding and maintain corridor security.

While specific data is not collected around reducing the carbon footprint of rail operations, more generally, Transport for NSW is committed to avoiding and minimising impacts to native vegetation through its infrastructure development program.

Additionally, where trees are removed for infrastructure development, Transport for NSW is committed to replacing trees within the local environment impacted by tree loss. Where this is not possible, projects contribute to the Transport Conservation Fund which then funds conservation management activities, including revegetation programs at strategic locations across NSW.

By minimising and replacing (over time) the impact on trees and vegetation, Transport for NSW minimises the carbon emissions associated with unavoidable clearing.

Question no: 1385

1385. Can TfNSW advise on the role of vegetation in providing natural shading and cooling effects for the rail infrastructure?

Answer:

I am advised:

Yes, Transport for NSW advises it does not have a specific strategy around managing vegetation to support natural shading or effects on cooling.

Vegetation management programs in place across the NSW rail network mitigate against the potential for falling tree and branches, maintain train driver line of sight for signals, crossings and the railway track, lessen fuel load to prevent potential bush fire occurrences, prevent track flooding and maintain corridor security.

Question no: 1386

1386. Can TfNSW advise on the procedures for managing potentially invasive species along the rail network?

Answer:

I am advised:

Yes, Transport for NSW advises the control of invasive species is one of the key criteria considered in order to identify and prioritise scope for completion within the vegetation management programs.

The methodologies utilised to carry out vegetation management activities are similar (spraying herbicides or mechanical slashing) but the criteria utilised to identify sites to carry out work on includes variables such as:

- Fire risk posed by excess fuel load
- Presence of invasive species/ noxious weeds
- Impact of vegetation growth on railway infrastructure.

Additionally, the Country Rail Network corridor shares a property boundary with significant areas of agricultural land. Therefore, Transport for NSW and its Service Providers have an obligation under the Biosecurity Act 2015 (NSW) to ensure invasive species and priority weeds are controlled and not allowed to spread to neighbouring properties.

Question no: 1387

1387. Can TfNSW advise on the community benefits of maintaining aesthetic landscapes along the NSW rail network through vegetation management?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1375.

Question no: 1388

1388. Can TfNSW advise on the benefits to passenger experience by ensuring clear scenic views through effective vegetation control?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1375.

Question no: 1389

1389. Can TfNSW advise on the impact of their vegetation management practices on local agriculture and pest control?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1386.

Question no: 1390

1390. Can TfNSW advise on the methods utilised to train staff in environmentally friendly vegetation management practices?

Answer:

I am advised:

Yes, Transport for NSW advises it takes an integrated management approach to vegetation management, carries out training as required and ensures all crews are certified to carry out vegetation management.

Question no: 1391

1391. Can TfNSW advise on the benefits of integrating vegetation management with other maintenance activities on the rail network?

Answer:

I am advised:

Yes, Transport for NSW advises integrating vegetation management with other discipline rail maintenance provides the benefit of supporting access for all teams to carry out inspections and maintenance work as well as sharing work sites which maximises management and maintenance opportunities during track possessions.

Question no: 1392

1392. 26. Can TfNSW advise on the role of vegetation management in protecting rail infrastructure from harsh weather conditions?

Answer:

I am advised:

Yes, Transport for NSW advises the Sydney Trains Hazard Tree Assessments and High Voltage Vegetation Clearance programs reduce the potential for incidents during extreme weather. Vegetation management, particularly tree pruning, is carried out to standards which maintain the strength and integrity of the trees to better withstand extreme conditions and minimise impacts on rail lines.

The Country Regional Network vegetation management program also reduces the risk of tree and/or limb falls which may affect rail lines.

Question no: 1393

1393. Can TfNSW advise on the benefits of vegetation management in reducing the need for chemical weed controls?

Answer:

I am advised:

Yes, Transport for NSW advises it regularly assesses opportunities to use alternatives to chemicals in vegetation management.

Question no: 1394

1394. Can TfNSW advise how effective vegetation management supports the overall health of the NSW rail network?

Answer:

I am advised:

Yes, Transport for NSW advises routine vegetation management lengthens asset lifespan, increases efficiency and decreases unplanned downtime.

Effective vegetation management strategies enable a variety of assets across the rail network to perform their intended function for the timeframe they were originally designed to, which in turn enables these assets to justify the investment in maintenance for their intended design life (i.e, effective vegetation management strategies minimise the volume of loose debris in the rail corridor which could potentially block drains and drainage channels, causing washaways and flooding events).

Additionally, effective vegetation management strategies can assist with the management of cuttings and embankments across the rail network and reduce fuel load to mitigate against the risk of bush fires which could damage rail infrastructure as well as pose a risk to local communities.

Effective vegetation management strategies also yield environmental benefits by controlling the spread of noxious weeds and promoting the growth of endangered species and ecological communities.

Question no: 1395

1395. Can TfNSW advise on the success of vegetation management in controlling erosion around rail support structures?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1370.

Question no: 1396

1396. Can TfNSW advise on the long-term benefits of maintaining a routine vegetation management schedule?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1394.

Question no: 1397

1397. Can TfNSW advise on the partnerships with local communities or organisations for sustainable vegetation management?

Answer:

I am advised:

Yes, Transport for NSW advises it and its service providers work closely with a range of local communities, organisations and other key stakeholders on sustainable vegetation management options.

Question no: 1398

1398. Can TfNSW advise how they monitor and assess the effectiveness of their vegetation management strategies?

Answer:

I am advised:

Yes, Transport for NSW advises Sydney Trains captures information around vegetation defects in its defect management system and monitors performance to identify effectiveness and potential improvement initiatives in relation to its vegetation maintenance programs.

The effectiveness of the Country Regional Network vegetation program monitored and assessed through its contract management and assurance programs.

Question no: 1399

1399. Can TfNSW advise on the impact of vegetation management on the lifecycle costs of rail network maintenance?

Answer:

I am advised:

Yes, Transport for NSW advises vegetation management has been proven to lengthen asset lifespan which in turn creates efficiency and reduces costs.

I refer you to the response to Supplementary Question 1394 for further information.

Question no: 1400

1400. Can TfNSW advise on any innovative technologies being used to improve vegetation management along the rail corridors?

Answer:

I am advised:

Yes, Transport for NSW advises LiDAR (Light Detection and Ranging) has been successful in supporting vegetation maintenance programs and the condition of vegetation across the network.

LiDAR is used to help generate a 3D model of the topography, this can be used to accurately determine vegetation encroachment for removal on the power line and railway lines.

Question no: 1401

1401. Can TfNSW advise on the importance of maintaining sightlines for signalling equipment through vegetation management?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1368.

Question no: 1402

1402. Can TfNSW advise on the impact of strategic vegetation management on reducing accidental wildlife train collisions?

Answer:

I am advised:

Yes, Transport for NSW advises that factors driving the likelihood of trains colliding with wildlife would include the presence of fencing along the rail corridor, topography (including presence of steep batters), extent of adjacent habitats as well as train frequency, speed and overall noise levels.

Of these, fencing is likely to be the most significant factor in reducing the likelihood of wildlife collision.

Vegetation management would play a minor role as rail corridors are maintained free of overhanging and encroaching vegetation to ensure the safety of rail operations.

Question no: 1403

1403. Can TfNSW advise on the training provided to personnel in charge of vegetation management for safety and efficiency?

Answer:

I am advised:

Yes, Transport for NSW advises Sydney Trains uses various skill sets held by teams responsible for vegetation management, including project management, arborists and electrical engineers.

All Sydney Trains corridor maintenance staff and their contractors are AQF3 (chemical accreditation training) accredited. Under the Pesticides Act 1999 (NSW), this licence permits the holder to use pesticides. Additionally, the corridor team has selected staff with arboriculture qualifications which enables them to identify vegetation species to ensure native and/or endangered species are protected during maintenance work. Where a higher degree of certification may be required, Sydney Trains engages external arborists, ecologists and botanists to further ensure friendly practices are applied.

A similar process is followed by the Country Regional Network's maintenance contractor which provides training for staff around vegetation management practices.

Question no: 1404

1404. Can TfNSW advise on how they balance vegetation management with the preservation of historical or significant trees?

Answer:

I am advised:

Yes, Transport for NSW advises that where trees or vegetation are identified as significant or heritage listed, controls are introduced to retain where practical and possible.

Question no: 1405

1405. Can TfNSW advise on the methods used to ensure non-native vegetation does not threaten the local ecosystem?

Answer:

I am advised:

Yes, Transport for NSW advises invasive non-native species and noxious weeds which are undesirable, or otherwise pose a risk to local ecosystems, are identified and earmarked for removal through vegetation control programs across the NSW rail network.

Question no: 1406

1406. Can TfNSW advise if there's a particular approach to managing vegetation in bushfire-prone areas along the rail network?

Answer:

I am advised:

Yes, Transport for NSW advises Sydney Trains carries out scheduled vegetation tractor slashing throughout the rail corridor to lessen the fuel load. Additionally, the Hazard Tree Removal Program identifies and promptly removes unsound trees which are generally dead or dying, and have the potential to ignite more readily. Priority is given to the vegetation clearance distances on the High Voltage Feeder Network to ensure compliance with legislation aligned to bushfire mitigation measures.

Consultation with the representatives from the Rural Fire Service is also carried out to plan and prioritise work under the vegetation control program.

Question no: 1407

1407. Can TfNSW advise on the processes in place to handle vegetation debris generated from maintenance activities?

Answer:

I am advised:

Yes, Transport for NSW advises all Sydney Train vegetation maintenance agreements clearly determine the site clean-up expectations post works. All cuttings are chipped and disposed of at licensed disposal facilities.

The Country Regional Network's maintenance contractor manages the disposal of vegetation debris.

Question no: 1408

1408. Can TfNSW advise on the benefits of vegetation management in terms of reducing the risk of fallen trees and branches on tracks?

Answer:

I am advised:

Yes, Transport for NSW advises the Sydney Trains Hazard Tree Assessment and Removal Program was introduced in 2008. As a result of the Program, there has been a significant reduction in the failure of trees across the network that have the potential to damage rolling stock and infrastructure or pose a hazard to staff and the public.

The Country Regional Network vegetation management program also reduces the risk of tree and/or limb falls which may affect rail lines.

Question no: 1409

1409. Can TfNSW advise on how they ensure compliance with environmental regulations during vegetation management activities?

Answer:

I am advised:

Yes, Transport for NSW advises that it ensures compliance through its contract management and assurance programs.

Question no: 1410

1410. Can TfNSW advise on the impact of vegetation management on reducing the instances of graffiti and vandalism by increasing visibility?

Answer:

I am advised:

Yes, Transport for NSW advises there have been instances where controlled vegetation screening has been introduced to limit graffiti vandalism. In other cases, vegetation is cleared to increase visibility to reduce occasions where trespassers can be obscured or concealed from view.

Question no: 1411

1411. Can TfNSW advise if there have been any notable improvements in train speed and efficiency due to vegetation management?

Answer:

I am advised:

Yes, Transport for NSW advises vegetation maintenance does not directly improve train speed. However, it contributes to reducing incidents which supports reliability and on-time running of services.

Question no: 1412

1412. Can TfNSW advise on the frequency and extent of vegetation management needed to maintain clearance for overhead line equipment?

Answer:

I am advised:

Yes, Transport for NSW advises that High Voltage Feeders are maintained on an annual Two Cycle schedule to ensure standard clearances are statically retained.

Additionally, the 1500v overhead wiring is managed across a more extended period due to access windows, with priority given to identified defects and high growth areas.

Question no: 1413

1413. Can TfNSW advise on how they address public concerns about the removal of vegetation in certain areas?

Answer:

I am advised:

Yes, Transport for NSW advises Sydney Trains responds to public concerns raised about vegetation to the Customer Service reporting line and local members on behalf of their constituents. Inspections and assessments are carried out on a case-by-case basis to determine the level of action required. A response is then provided which includes information around the level of action taken.

When public concerns around vegetation management on the Country Regional Network are raised with the maintenance contractor, an inspection is carried and considered for inclusion in the vegetation management program.

Question no: 1414

1414. Can TfNSW advise on the considerations made to protect rare or endangered plant species during vegetation management?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1379.

Question no: 1415

1415. Can TfNSW advise on the ways in which vegetation management has contributed to community safety near the rail network?

Answer:

I am advised:

Yes, Transport for NSW advises the Sydney Trains Hazard Tree Assessment and Removal Program has been successful in reducing the number of incidents related to the failure of trees impacting on neighbouring properties, right of way for pedestrians and obstructions to neighbouring lands. Sydney Trains vegetation management programs also consider and address encroachments of vegetation growth from its lands onto public lands and spaces and mitigates accordingly.

Country Regional Network vegetation management activities are carried out to control the growth of vegetation at 1181 level crossings across the NSW rail network. This ensures compliant sighting distances for train drivers, and improved visibility for pedestrians and road users which is particularly important at passive level crossings which are common in regional and remote areas.

Question no: 1416

1416. Can TfNSW advise on the benefits of adopting a proactive rather than reactive approach to vegetation management along the NSW rail network?

Answer:

I am advised:

Yes, Transport for NSW advises that through a strategic plan of vegetation maintenance, reduced growth is experienced and vegetation is more manageable.

This mitigates or reduces the reactive component where increased costs are experienced due to unplanned immobilisation. Proactive vegetation maintenance also lengthens asset lifespan, increases efficiency and decreases unplanned downtime.

Question no: 1417

1417. Can TfNSW advise on the current average daily number of heavy vehicles on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1418

1418. Can TfNSW advise if there has been a year-on-year increase in heavy vehicle traffic on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW refers to the response to Supplementary Question 1417.

Question no: 1419

1419. Can TfNSW advise on the projected increase in heavy vehicles on the Gwydir Highway over the next decade?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form.

Question no: 1420

1420. Can TfNSW advise on the average load mass of heavy vehicles traveling the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that, according to the CSIRO Transit Tool, there is an estimated average of 20.3 tonnes per trailer.

Question no: 1421

1421. Can TfNSW advise on the maximum legal load mass for heavy vehicles on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1422

1422. Can TfNSW advise on the predominant type of goods transported by heavy vehicles on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that, according to the CSIRO Transit Tool, the top five commodities are cotton, gran wheat, large cattle, grain barley and small cattle.

Question no: 1423

1423. 7. Can TfNSW advise if there are seasonal variations in heavy vehicle traffic on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that, according to the CSIRO Transit Tool, the seasonal variation ranges from 4,990 trailers in winter to 5,540 trailers in autumn.

Question no: 1424

1424. Can TfNSW advise on the impact of heavy vehicles on the Gwydir Highway's infrastructure?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicles impact all roads and their maintenance. The impact is dependent on the vehicle type and load, pavement type, underlying geology, weather and traffic.

Question no: 1425

1425. Can TfNSW advise on any recent changes to heavy vehicle regulations on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about the National Access Framework for Heavy Vehicles is publicly available.

Question no: 1426

1426. Can TfNSW advise on the frequency of heavy vehicle inspections on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1427

1427. Can TfNSW advise on the compliance rate of heavy vehicles with safety standards on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response provided for Supplementary Question 1426.

Question no: 1428

1428. Can TfNSW advise on the percentage of heavy vehicles on the Gwydir Highway carrying hazardous materials?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form.

Heavy vehicle operators are responsible for complying with NSW Environmental Protection Authority regulations regarding the transportation of dangerous goods.

Question no: 1429

1429. Can TfNSW advise on the procedures for heavy vehicles involved in accidents on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it deploys staff across NSW to assist with various traffic incidents, including breakdowns and accidents.

When notified, Transport for NSW resources and delivery partners provide traffic management services and assist with recovery, with the aim to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 1430

1430. Can TfNSW advise on the enforcement of load mass limits for heavy vehicles on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response to Supplementary Question 1426.

Question no: 1431

1431. Can TfNSW advise on any planned infrastructure improvements for handling increased heavy vehicle traffic on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW is carrying out investigations into the Gwydir Highway. This work will include identifying locations for overtaking lanes vehicles.

Question no: 1432

1432. Can TfNSW advise on the role of the Gwydir Highway in the regional freight network?

Answer:

I am advised:

Yes, Transport for NSW advises the Gwydir Highway provides a vital link between the east coast of NSW and the New England tablelands and Western Plains, including the facilitation of movement of agricultural commodities such as cattle and grain.

The freight task is a key contributor to the local economic development which includes supporting local business operations, the provision of jobs, infrastructure and the delivery of goods for retail operators, such as fuel and consumables.

Question no: 1433

1433. Can TfNSW advise on the economic impact of heavy vehicle traffic on communities along the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response to Supplementary Question 1432.

Question no: 1434

1434. Can TfNSW advise on the contribution of heavy vehicle traffic to road wear on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response to Supplementary Question 1424.

Question no: 1435

1435. Can TfNSW advise on the current rest areas available for heavy vehicle operators on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about heavy vehicle rest areas is available on its website.

Question no: 1436

1436. Can TfNSW advise on any technological advancements being used to monitor heavy vehicle traffic on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about safety features and technologies for heavy vehicles is available on its website.

Question no: 1437

1437. Can TfNSW advise on the frequency of heavy vehicle breakdowns on the Gwydir Highway?

Answer:

I am advised:

Transport for NSW deploys staff across NSW to assist with various traffic incidents, including breakdowns.

When notified, Transport for NSW resources and delivery partners provide traffic management services and assist with recovery, with the aim to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 1438

1438. Can TfNSW advise on the measures in place for heavy vehicle breakdown recovery on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response to Supplementary Question 1437.

Question no: 1439

1439. Can TfNSW advise on the strategies to manage heavy vehicle traffic during peak periods on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that all road users have access to LiveTraffic information about incidents that can cause congestion or delays on the network.

In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published. All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 1440

1440. Can TfNSW advise on the average speed of heavy vehicles on the Gwydir Highway?

Answer:

I am advised:

In NSW the maximum speed limit for a vehicle more than 4.5 tonnes Gross Vehicle Mass (GVM) is 100 km/h. For certain road conditions, such as sharp bends, steep descents and winding roads, special speed limit signs may be posted for heavy vehicles.

Drivers of heavy vehicles are required to obey all signposted speed limits, and penalties on drivers failing to comply with speed limits includes demerit points, licence suspension, cancellation or disqualification and fines.

Question no: 1441

1441. Can TfNSW advise on the impact of heavy vehicles on the Gwydir Highway's bridge structures?

Answer:

I am advised:

Transport for NSW advises that heavy vehicles impact all roads and regular inspections are carried out on all bridge structures. If any issues are identified, temporary weight restrictions are put in place until repairs can be completed and the bridge structure returned to its original weight load capacity.

Question no: 1442

1442. Can TfNSW advise on any restrictions for heavy vehicles on certain sections of the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response to Supplementary Question 1421.

Question no: 1443

1443. Can TfNSW advise on the average fuel consumption of heavy vehicles on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for heavy vehicle operators.

Question no: 1444

1444. Can TfNSW advise on the safety record of heavy vehicles on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that in a 10-year period between Jan 2013 and December 2022, there were a total of 27 heavy vehicles crashes reported, which represents 6 per cent of the total of all reported crashes on the road.

The 27 heavy vehicle crashes resulted in five fatalities and seven serious injuries.

Question no: 1445

1445. Can TfNSW advise on the number of heavy vehicle-related traffic violations on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for Revenue NSW.

Question no: 1446

1446. Can TfNSW advise on the education programs available for heavy vehicle drivers regarding the Gwydir Highway's regulations?

Answer:

I am advised:

Yes, Transport for NSW advises that heavy vehicle driver training for licences is assessed through the Heavy Vehicle Competency Based Assessment.

Question no: 1447

1447. Can TfNSW advise on the number of overtaking lanes available for heavy vehicles on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that overtaking lanes on the NSW road network include overtaking lanes for all road users.

The Gwydir Highway has a series of overtaking lanes along the alignment to allow safe and efficient formal overtaking opportunities for general traffic.

Question no: 1448

1448. Can TfNSW advise on the challenges faced by heavy vehicles during adverse weather conditions on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that the Gwydir Highway has experienced severe weather events including heavy rain and intermittent closures due to bushfires in 2019-20. During certain weather events in NSW, Transport for NSW may provide communications with industry on diversions and alternative routes to enable appropriate journey planning.

All motorists, including heavy vehicle drivers, are encouraged to ensure they plan their travel and check Live Traffic NSW website for the latest information about road work, incidents, bridge load limits and closures.

Question no: 1449

1449. Can TfNSW advise on the coordination with local law enforcement for managing heavy vehicle traffic on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it works closely with NSW Police regarding all traffic on State roads.

Transport for NSW regularly meets with local area enforcement agencies and other key stakeholders to work on initiatives to improve safety, reduce congestion and tackle community concerns.

Question no: 1450

1450. Can TfNSW advise on the presence of weight stations and their effect on heavy vehicle flow on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response to Supplementary Question 1426.

Question no: 1451

1451. Can TfNSW advise on the number of heavy vehicles from interstate on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the proportion of interstate vs. intrastate heavy vehicles varies.

Question no: 1452

1452. Can TfNSW advise on the accident hotspots for heavy vehicles on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there were seven heavy vehicle crashes on Gwydir Highway in 2022. A review of the Local Government Areas surrounding the highway found 3 heavy vehicle crashes occurred in Glen Innes Severn and three crashes occurred in the Inverell Local Government Area. The remaining heavy vehicle crash occurred in Clarence Valley.

Question no: 1453

1453. Can TfNSW advise on the turnaround time for heavy vehicle accident clearance on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that when its resources and delivery partners are notified, the aim is to restore the road network as quickly as possible by providing traffic management and assisting with recovery.

Question no: 1454

1454. Can TfNSW advise on the support services for heavy vehicle drivers on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1455

1455. Can TfNSW advise on the training requirements for heavy vehicle drivers operating on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that heavy vehicle driver training is managed through the Heavy Vehicle Competency Based Assessment.

Question no: 1456

1456. Can TfNSW advise on the initiatives to improve heavy vehicle efficiency on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that access to the road network for higher productivity vehicles improves safety, sustainability and productivity and reduces the number of truck trips required for the freight task.

Question no: 1457

1457. Can TfNSW advise on the percentage of heavy vehicles using alternative fuels on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response to Supplementary Question 1443.

Question no: 1458

1458. Can TfNSW advise on the trends in heavy vehicle types and models used on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response to Supplementary Question 1443.

Question no: 1459

1459. Can TfNSW advise on the parking facilities for heavy vehicles along the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about heavy vehicle rest areas is available on its website.

Question no: 1460

1460. Can TfNSW advise on the congestion levels experienced by heavy vehicles on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises congestion may occur for various factors, including traffic peaks and incidents which may or may not involve heavy vehicles. All road users have access to Live Traffic NSW information about incidents that can cause congestion or delays on the network.

In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published. All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 1461

1461. Can TfNSW advise on the coordination with neighbouring states on heavy vehicle policies affecting the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it engages with other jurisdictions on heavy vehicle matters, including via national forums, and deals with operational incidents on a case by case basis.

Question no: 1462

1462. Can TfNSW advise on the use of the Gwydir Highway as a bypass for heavy vehicles avoiding urban areas?

Answer:

I am advised:

Yes, Transport for NSW advises that there are no dedicated heavy vehicle bypasses on the NSW road network.

Heavy vehicle detours are in place to reduce heavy vehicle traffic through some town centres.

Question no: 1463

1463. Can TfNSW advise on the measures to reduce heavy vehicle noise pollution on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it views road traffic noise as an important environmental issue and addresses road traffic noise through various approaches, including:

- carrying out assessments of road traffic noise for road projects and applying all feasible and reasonable noise mitigation measures to avoid or minimise noise, where noise exceeds criteria in the NSW Road Noise Policy
- administering the Noise Abatement Program to provide noise mitigation to locations where road traffic noise is high and no road development is taking place.

Transport for NSW also completes periodic inspection of heavy vehicles at testing stations to ensure silencers and emission systems are fitted and maintained. Inspections are also carried out during yearly or half yearly vehicles registration.

Further information is publicly available on the Transport for NSW website.

Question no: 1464

1464. Can TfNSW advise on the impact of heavy vehicle emissions on air quality along the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW does not routinely conduct roadside air quality monitoring along highways. Transport for NSW carries out air quality monitoring to support major projects, and for occasional targeted research purposes.

The Towards Net Zero Emissions Freight Policy is available on the Transport for NSW website.

Question no: 1465

1465. Can TfNSW advise on the data collection methods for heavy vehicle traffic on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that traffic volume information for all road users is collected via permanent and sample roadside traffic collection devices.

Question no: 1466

1466. Can TfNSW advise on the use of the Gwydir Highway for oversized or special heavy vehicle convoys?

Answer:

I am advised:

Yes. Transport for NSW advises that heavy vehicles operators with vehicles over 3.0 metres wide and/or 25 metres long require a permit to use the Gwydir Highway from Camp Creek (Peter Elks Bridge) west to Glen Elgin Prison Farm entrance.

Question no: 1467

1467. Can TfNSW advise on the incidence of heavy vehicle tire blowouts on the Gwydir Highway and their impact on traffic?

Answer:

I am advised:

Transport for NSW deploys staff across NSW to assist with various traffic incidents, including breakdowns.

When notified, Transport for NSW resources and delivery partners provide traffic management services and assist with recovery, with the aim to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 1468

1468. Can TfNSW advise on the systems in place to alert heavy vehicle drivers to real-time conditions on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response to Supplementary Question 1439.

Question no: 1469

1469. Can TfNSW advise on the impact of heavy vehicle traffic on wildlife and ecosystems around the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about vehicles and wildlife strikes is available on the Transport for NSW and Department of Planning and Environment websites.

Question no: 1470

1470. Can TfNSW advise on the protocols for heavy vehicle spillage or cargo loss on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW emergency services are responsible for emergency incident responses. Transport for NSW supports combat agencies, such as such as Fire and Rescue NSW, NSW Police and NSW Environmental Protection Authority with traffic management and recovery.

Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report incidents via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 1471

1471. Can TfNSW advise on the partnerships with logistics companies to manage heavy vehicle traffic on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW actively engages with industry and other key stakeholders in a variety of ways to better understand how the State road network can support the freight task both in the present and into the future.

Question no: 1472

1472. Can TfNSW advise on the specific challenges for hazardous material transport on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this question should be referred to the Environment Protection Authority and SafeWork NSW.

Question no: 1473

1473. Can TfNSW advise on the percentage of heavy vehicles that are part of national fleets on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response to Supplementary Question 1443.

Question no: 1474

1474. Can TfNSW advise on the collaboration with heavy vehicle manufacturers for improving vehicle safety on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it collaborates the National Heavy Vehicle Regulator and industry to understand their requirements to improve safety on the highway.

Transport for NSW also supports industry decisions in selecting vehicles which provide safe, sustainable outcomes and enable productivity to be realised.

Question no: 1475

1475. Can TfNSW advise on the funding allocated for heavy vehicle-related infrastructure on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there are no plans in the next 12 months for implementation of any projects targeting heavy vehicles on the Gwydir Highway.

Question no: 1476

1476. Can TfNSW advise on the heavy vehicle traffic flow compared to other major highways in the region?

Answer:

I am advised:

Yes, Transport for NSW refers to the response to Supplementary Question 1417.

Question no: 1477

1477. Can TfNSW advise on the emergency response times for incidents involving heavy vehicles on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW refers to the response to Supplementary Question 1470.

Question no: 1478

1478. Can TfNSW advise on the future plans for digital tracking of heavy vehicles on the Gwydir Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that Higher Mass Limits (HML) or Higher Productivity Vehicles provide a significant increase in the productivity of road freight transport vehicles. Vehicles operating at HML have the option to enrol in the Telematics Monitoring Application with Transport Certification Australia or can remain in the Intelligent Access Program.

Transport for NSW is also investigating options for collecting data on vehicle numbers and types across the NSW State road network, including the Gwydir Highway.

Question no: 1479

1479. Can TfNSW advise on the number of heavy vehicles using the Gwydir Highway for cross-border transportation?

Answer:

I am advised:

Yes, Transport for NSW advises the proportion of interstate vs. intrastate heavy vehicles varies.

Question no: 1480

1480. Can TfNSW advise on the current average daily number of heavy vehicles on the Federal Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is publicly available on its website.

Question no: 1481

1481. Can TfNSW advise how heavy vehicle freight data is collected and processed?

Answer:

I am advised:

Yes, Transport for NSW advises that there are multiple data sources for capturing vehicle data in NSW including sensors and loops that detect and count vehicles, some of which are able to classify heavy vehicles. These are processed through internal data systems.

Question no: 1482

1482. Can TfNSW advise if there is real-time tracking of heavy vehicles on the Federal Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there is no real-time tracking of heavy vehicles on the Federal Highway.

Question no: 1483

1483. Can TfNSW advise on the accuracy of the current heavy vehicle count systems?

Answer:

I am advised:

Yes, Transport for NSW advises this is publicly available on its website.

Question no: 1484

1484. Can TfNSW advise on the projected increase in heavy vehicle traffic over the next decade?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information.

Question no: 1485

1485. Can TfNSW advise on the predominant types of goods transported by heavy vehicles on the Federal Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool, the top five commodities are gravel, concrete, unleaded fuel, aviation fuel, and general household waste.

Question no: 1486

1486. Can TfNSW advise on the average load mass for heavy vehicles on this route?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool, the estimated average load mass on this route is 17.2 tonnes per trailer.

Question no: 1487

1487. Can TfNSW advise on the impact of heavy vehicle traffic on Federal Highway maintenance costs?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicles impact all roads and their maintenance. The impact is dependent on the vehicle type and load, pavement type, underlying geology, weather and traffic.

Question no: 1488

1488. Can TfNSW advise on any seasonal variations in heavy vehicle traffic on the Federal Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool, the seasonal variation ranges from 30,530 trailers in spring to 34,820 trailers in summer.

Question no: 1489

1489. Can TfNSW advise on the percentage of interstate vs. intrastate heavy vehicles on the Federal Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the proportion of interstate vs. intrastate heavy vehicles varies.

Question no: 1490

1490. Can TfNSW advise on the current trends in heavy vehicle freight efficiency?

Answer:

I am advised:

Yes, Transport for NSW advises that estimates are predicting growth in freight volumes of 28 per cent by 2036, when 91 per cent of NSW freight will be moved by road (excluding coal).

Road freight projections are forecast to increase from 288 million tonnes in 2016 to 400 million tonnes in 2036, and up to 543 million tonnes in 2056.

Access to the road network for higher productivity vehicles improves safety, sustainability and productivity and reduces the number of truck trips required for the freight task.

Question no: 1491

1491. Can TfNSW advise on the regulations for load mass that heavy vehicles must comply with?

Answer:

I am advised:

Yes, Transport for NSW advises that when width exceeds six metres and/or length exceeds four metres, a standard NSW Police escort is necessary.

Question no: 1492

1492. Can TfNSW advise on the measures in place to ensure compliance with heavy vehicle road regulations?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1493

1493. Can TfNSW advise on the frequency of weigh-station checks for heavy vehicles on the Federal Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1492.

Question no: 1494

1494. Can TfNSW advise on the average fuel consumption of heavy vehicles on this route?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for heavy vehicle operators.

Question no: 1495

1495. Can TfNSW advise on the enforcement of load mass limits on the Federal Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1492.

Question no: 1496

1496. Can TfNSW advise on the impact of heavy vehicles on traffic congestion along the Federal Highway?

Answer:

I am advised:

Yes, Transport for NSW advises congestion may occur for various factors, including traffic peaks and incidents which may or may not involve heavy vehicles.

All road users have access to Live Traffic NSW information about incidents that can cause congestion or delays on the network. In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 1497

1497. Can TfNSW advise on strategies to manage increased heavy vehicle traffic anticipated in the future?

Answer:

I am advised:

Yes, Transport for NSW advises there are no current plans or projects targeting heavy vehicles on the Federal Highway.

The existing corridor has capacity to cater for increases in current traffic and heavy vehicle demand.

Question no: 1498

1498. Can TfNSW advise on any dedicated lanes or infrastructure for heavy vehicles on the Federal Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that overtaking lanes on the NSW state road network include overtaking lanes for all road users.

The Federal Highway has a series of overtaking lanes along the alignment to allow safe and efficient formal overtaking opportunities for general traffic.

Question no: 1499

1499. Can TfNSW advise on how heavy vehicle traffic affects road safety on the Federal Highway?

Answer:

I am advised:

Yes, Transport for NSW advises a crash involving a heavy vehicle is more likely to cause serious injury because of its size, weight and length. All road users should take extra care and be aware of heavy vehicles.

Heavy vehicles such as trucks and buses may travel more slowly than other vehicles and cannot stop quickly.

Question no: 1500

1500. Can TfNSW advise on the proportion of heavy vehicles that are carrying hazardous materials?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form.

Heavy vehicle operators are responsible for complying with NSW Environmental Protection Authority regulations regarding the transportation of dangerous goods.

Question no: 1501

1501. Can TfNSW advise on the impact of heavy vehicles on air quality along the Federal Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it carries out air quality monitoring to support major projects, and for occasional targeted research purposes.

The Department of Planning and Environment operates a comprehensive accredited air quality monitoring network to provide the community with accurate and up-to-date information about air quality.

Transport for NSW recently released its Net Zero Emissions Freight Policy which sets out the strategic direction and actions to support emissions reductions across the heavy road and rail freight transport sector.

Question no: 1502

1502. Can TfNSW advise on the average speed of heavy vehicles on the Federal Highway?

Answer:

I am advised:

In NSW the maximum speed limit for a vehicle more than 4.5 tonnes Gross Vehicle Mass (GVM) is 100 km/h. For certain road conditions, such as sharp bends, steep descents and winding roads, special speed limit signs may be posted for heavy vehicles.

Drivers of heavy vehicles are required to obey all signposted speed limits, and penalties on drivers failing to comply with speed limits includes demerit points, licence suspension, cancellation or disqualification and fines.

Question no: 1503

1503. Can TfNSW advise on the effects of heavy vehicles on noise levels in surrounding areas?

Answer:

I am advised:

Yes, Transport for NSW advises that it views road traffic noise as an important environmental issue and addresses road traffic noise through various approaches, including:

- carrying out assessments of road traffic noise for road projects and applying all feasible and reasonable noise mitigation measures to avoid or minimise noise, where noise exceeds criteria in the NSW Road Noise Policy
- administering the Noise Abatement Program to provide noise mitigation to locations where road traffic noise is high and no road development is taking place.

Transport for NSW also completes periodic inspection of heavy vehicles at testing stations to ensure silencers and emission systems are fitted and maintained. Inspections are also carried out during yearly or half yearly vehicles registration.

Further information is publicly available on the Transport for NSW website.

Question no: 1504

1504. Can TfNSW advise on the statistics of heavy vehicle accidents on the Federal Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that, in 2022, there were two crashes on the Federal Highway involving heavy vehicles.

Question no: 1505

1505. Can TfNSW advise on the carbon footprint of heavy vehicle traffic on the Federal Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to CSIRO Transit Tool, there is an estimated 10,693 tonne of carbon dioxide emitted.

To ensure the future sustainability of the freight transport sector and to help achieve the NSW Government's commitment to achieving net zero emissions by 2050, Transport for NSW has developed the Towards Net Zero Emissions Freight Policy, which sets out the strategic direction and actions to support emissions reductions across the heavy road and rail freight transport sector

Question no: 1506

1506. Can TfNSW advise on initiatives to reduce emissions from heavy vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises the Towards Net Zero Emissions Freight Policy is publicly available on its website.

Question no: 1507

1507. Can TfNSW advise on the proportion of heavy vehicles using alternative fuels?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1494.

Question no: 1508

1508. Can TfNSW advise on the average age of heavy vehicles operating on the Federal Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1494.

Question no: 1509

1509. Can TfNSW advise on the turnover rate of heavy vehicle fleets on the Federal Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information.

Question no: 1510

1510. Can TfNSW advise on the training requirements for heavy vehicle drivers?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicle driver training for licences is assessed through the Heavy Vehicle Competency Based Assessment.

Question no: 1511

1511. Can TfNSW advise on the peak hours for heavy vehicle traffic on the Federal Highway?

Answer:

I am advised:

Yes, Transport for NSW advises transport traffic volume viewer data suggests 6am to 9am is the peak travel time on the Federal Highway.

Question no: 1512

1512. Can TfNSW advise on the role of technology in managing heavy vehicle traffic?

Answer:

I am advised:

Yes, Transport for NSW advises there are a variety of cameras installed across the State road network which are generally used for monitoring traffic and taking actions to improve traffic flow by the Transport Management Centre and Regional Transport Operations Centre.

Question no: 1513

1513. Can TfNSW advise on any restrictions for heavy vehicles during extreme weather conditions?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicles on the Federal Highway can be impacted by extreme weather conditions, for example minor flooding and in some instances long term flooding, including detours. The location of flooding on the Federal Highway is dependent on the weather event.

Transport for NSW advises that all road users have access to Live Traffic NSW information about incidents, which can cause congestion or delays on the network.

In instances where major network disruptions, closures, or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published. Live Traffic NSW also indicate restricted access for combinations and mass limits if available, and advice when heavy vehicles must park.

All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 1514

1514. Can TfNSW advise on the coordination with other states on heavy vehicle regulations?

Answer:

I am advised:

Yes, Transport for NSW advises that it coordinates with other states through cross jurisdictional forums such as via the National Transport Commission, which has accountabilities through to the Infrastructure and Transport Ministers' Meeting.

Question no: 1515

1515. Can TfNSW advise on the compliance rate with heavy vehicle safety standards?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1492.

Question no: 1516

1516. Can TfNSW advise on the frequency of roadworthiness inspections for heavy vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1492.

Question no: 1517

1517. Can TfNSW advise on the process for reporting heavy vehicle traffic incidents?

Answer:

I am advised:

Yes, Transport for NSW advises it deploys staff across NSW to assist with various traffic incidents, including breakdowns.

When notified, Transport for NSW resources and delivery partners provide traffic management services and assist with recovery, with the aim to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 1518

1518. Can TfNSW advise on the average downtime of heavy vehicles due to maintenance or repairs?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1494.

Question no: 1519

1519. Can TfNSW advise on the availability of rest areas for heavy vehicle drivers along the Federal Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is available on its website.

Question no: 1520

1520. Can TfNSW advise on the economic impact of heavy vehicle traffic on local communities?

Answer:

I am advised:

Yes, Transport for NSW advises the freight task includes contributions to local economic development including supporting local business operations and the provision of jobs, infrastructure and delivery of goods for retail operators, such as fuel and consumables.

Question no: 1521

1521. Can TfNSW advise on the improvements planned for heavy vehicle routes on the Federal Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there are no plans in the next 12 months for implementation of any projects targeting heavy vehicles on the Federal Highway.

Question no: 1522

1522. Can TfNSW advise on partnerships with federal entities regarding heavy vehicle transportation?

Answer:

I am advised:

Yes, Transport for NSW advises the National Transport Commission was established under the Inter-governmental Agreement for Regulatory and Operational Reform in Road, Rail and Intermodal Transport to coordinate national land transport reform on behalf of the Commonwealth and jurisdictions.

The National Transport Commission is responsible to the Infrastructure and Transport Ministers' Meeting. NSW engages with the National Transport Commission at all levels of the organisation including national forums.

Question no: 1523

1523. Can TfNSW advise on the measures to improve heavy vehicle efficiency on the Federal Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that access to the road network for higher productivity vehicles improves safety sustainability and productivity and reduces the number of truck trips required for the freight task.

Question no: 1524

1524. Can TfNSW advise on the use of technology to monitor heavy vehicle load mass?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1492.

Question no: 1525

1525. Can TfNSW advise on initiatives to streamline heavy vehicle operations?

Answer:

I am advised:

Yes, Transport for NSW advises that access to the road network for higher productivity vehicles improves safety sustainability and productivity and reduces the number of truck trips required for the freight task.

Operations by individual transport companies is a matter for those heavy vehicle operators.

Question no: 1526

1526. Can TfNSW advise on the impact of heavy vehicles on bridge infrastructure?

Answer:

I am advised:

Yes, Transport for NSW advises that heavy vehicles impact all roads and regular inspections are carried out on all bridge structures. If any issues are identified, temporary weight restrictions are put in place until repairs can be completed and the bridge structure returned to its original weight load capacity.

Question no: 1527

1527. Can TfNSW advise on the comparison of accident rates between heavy vehicles and other vehicle types?

Answer:

I am advised:

Yes, Transport for NSW advises that, in 2022, car/car derivatives were involved in 59 per cent, light trucks in 41 per cent, heavy vehicles in 12 per cent and motorcycles in six per cent of the crashes on the Federal Highway.

Question no: 1528

1528. Can TfNSW advise on the policies regarding oversized heavy vehicles on the Federal Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1529

1529. Can TfNSW advise on the frequency of updates to heavy vehicle transportation data?

Answer:

I am advised:

Yes, Transport for NSW advises that weigh-in-motion data collection is live.

Question no: 1530

1530. Can TfNSW advise on the role of heavy vehicles in emergency response situations on the Federal Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW emergency service are responsible for emergency incident responses. Transport for NSW supports emergency services, such as NSW Police, NSW Ambulance and Fire and Rescue NSW with traffic management and recovery.

Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible. During a defined emergency, the Transport Services

Functional Area coordinates response and recovery across Transport for NSW to effectively support the lead Combat Agency.

Question no: 1531

1531. Can TfNSW advise on the methods used to forecast heavy vehicle traffic growth?

Answer:

I am advised:

Yes, Transport for NSW advises it has a forecasting ecosystem which recognises that heavy vehicle movements are a consequence of goods needing to be moved from one location to another location.

These movements are forecast for a number of commodity groups from region to region at a tonnage level. The tonnage movements are then converted into truck movements including the route, for example highway, used to move the goods.

Question no: 1532

1532. Can TfNSW advise on the impact of heavy vehicle traffic on the Federal Highway during peak tourism seasons?

Answer:

I am advised:

Yes, Transport for NSW advises, planned maintenance activities and oversize movements are minimised during peak travel periods to reduce the impact of heavy vehicle traffic and support reliable journey times.

Question no: 1533

1533. Can TfNSW advise on the data sharing practices with transportation companies for route planning?

Answer:

I am advised:

Yes, Transport for NSW advises that the National Heavy Vehicle Regulator has a Route Planner available to enable heavy vehicle operators to plan and understand their journey time.

Question no: 1534

1534. Can TfNSW advise on the long-term infrastructure plans to accommodate growing heavy vehicle numbers?

Answer:

I am advised:

Yes, Transport for NSW advises that it works closely with local government, businesses and communities to ensure successful places and transport systems that enable economic activity.

Transport for NSW also works with the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

Question no: 1535

1535. Can TfNSW advise on the impact of roadworks on heavy vehicle travel times?

Answer:

I am advised:

Yes, Transport for NSW advises that roadwork may be in place for road upgrades or repairs and maintenance of the road network. Roadwork may cause a change in the condition of the road which require road users to slow down or use detours.

All road users have access to Live Traffic NSW information about incidents, which can cause congestion or delays on the network. In instances where major network disruptions, closures, or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

Live Traffic NSW also indicates restricted access for combinations and mass limits if available, and advice when heavy vehicles must park.

All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 1536

1536. Can TfNSW advise on the consultation processes with heavy vehicle operators regarding road use policies?

Answer:

I am advised:

Yes, Transport for NSW advises that it actively engages with industry, including operators, in a variety of ways including forums, stakeholder engagement, information sharing regarding network availability, access, and seeks to understand how the State road network can best support the freight task both now and into the future.

Question no: 1537

1537. Can TfNSW advise on the role of the Federal Highway in the national freight network?

Answer:

I am advised:

Yes, Transport for NSW advises that while key road freight corridors including the Pacific (M1/A1) and Hume (M31) Highways, which carry most of the 81 million tonnes of interstate freight between Melbourne, Sydney and Brisbane, the Federal Highway is important for the movement of commodities such as gravel, concrete, unleaded fuel,

aviation fuel and household waste and is a key link between the Hume Highway near Goulburn and Canberra, Australian Capital Territory.

Question no: 1538

1538. Can TfNSW advise on the plans to enhance heavy vehicle rest areas to improve driver fatigue management?

Answer:

I am advised:

Yes, Transport for NSW advises the Heavy Vehicle Rest Stop Improvement Program aims to plan and prepare for new heavy vehicle rest stop opportunities and potential improvements to existing rest stops.

The program includes a comprehensive audit of the state road network and the existing and potential provision of heavy vehicle rest stops against the Austroads Guidelines. Following consultation in 2023, the Heavy Vehicle Rest Stop Engagement Report was published and provides a summary of themes arising from engagement and consultation with industry, and is available on the NSW Government website.

Question no: 1539

1539. Can TfNSW advise on the programs in place to ensure heavy vehicle road safety education?

Answer:

I am advised:

Yes, Transport for NSW advises that information on road safety campaigns and programs aimed at heavy vehicle drivers and about heavy vehicles is available on its website. The National Heavy Vehicle Regulator also runs road safety campaigns targeting heavy vehicles.

Question no: 1540

1540. Can TfNSW advise on the effects of heavy vehicle vibrations on surrounding residential areas?

Answer:

I am advised:

Yes, Transport for NSW advises it acknowledges repetitive and dynamic heavy vehicle loading is known to have a detrimental effect on all transport infrastructure including roads with surrounding residential areas.

Consequently, Transport for NSW designs all road pavements with this in mind to maximise the life of the road, including the Federal Highway.

Question no: 1541

1541. Can TfNSW advise on the influence of heavy vehicle traffic on property values along the Federal Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that property values are driven by a range of economic, social and amenity factors, for example, housing supply and demand, interest rates, economic growth, local amenity and accessibility to employment and social infrastructure.

Question no: 1542

1542. Can TfNSW advise on the impact of new heavy vehicle models on traffic flow and safety?

Answer:

I am advised:

Yes, Transport for NSW advises that it works with local councils to assist them in their role as Road Managers under Heavy Vehicle National Law. This supports development of higher productivity vehicle networks across NSW.

Measures to support heavy vehicle access have been implemented to deliver outcomes for NSW communities and enable increased productivity.

Transport for NSW is supportive of modern vehicles that provide safe, sustainable outcomes and enable productivity to be realised.

Transport for NSW is the Road Manager for the State Road network.

Question no: 1543

1543. Can TfNSW advise on the support systems available for heavy vehicle drivers in distress?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1517.

Question no: 1544

1544. Can TfNSW advise on the collaboration with environmental agencies to mitigate the ecological impact of heavy vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises fuel and emission standards are the responsibility of the Australian Government.

Transport for NSW collaborates closely with the NSW Environment Protection Authority to drive improvements to our fuel and vehicle emission standards.

Question no: 1545

1545. Can TfNSW advise on the percentage of heavy vehicle traffic attributed to international trade?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information.

Question no: 1546

1546. Can TfNSW advise on the relationship between heavy vehicle traffic and local economic development?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1520.

Question no: 1547

1547. Can TfNSW advise on the strategies to deal with accidental spills from heavy vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW emergency service are responsible for emergency incident responses. Transport for NSW supports emergency services, such as NSW Police, NSW Ambulance and Fire and Rescue NSW with traffic management and recovery.

Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible. During a defined emergency, the Transport Services Functional Area coordinates response and recovery across Transport for NSW to effectively support the lead Combat Agency.

Question no: 1548

1548. Can TfNSW advise on the process for heavy vehicle drivers to report road hazards?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1517.

Question no: 1549

1549. Can TfNSW advise on the measures to control noise pollution from heavy vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1503.

Question no: 1550

1550. Can TfNSW advise on the average wait times at inspection stations for heavy vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1492.

Question no: 1551

1551. Can TfNSW advise on the initiatives to reduce the impact of heavy vehicle traffic during holiday seasons?

Answer:

I am advised:

Yes, Transport for NSW advises there are a variety of cameras installed across the State road network which are generally used for monitoring traffic and taking actions to improve traffic flow by the Transport Management Centre and Regional Transport Operations Centre.

All road users have access to Live Traffic NSW information about incidents, which can cause congestion or delays on the network. In instances where major network disruptions, closures, or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

Live Traffic NSW also indicate restricted access for combinations and mass limits if available, and advice when heavy vehicles must park. All diversions and alternative routes are considered with safety at the forefront of decision making.

Planned maintenance activities and oversize movements are minimised during peak travel periods to support reliable journey times.

Localised campaigns are conducted during peak tourism seasons to promote road safety and awareness of additional traffic.

Information around journey planning is publicly available on the NSW Government website.

Question no: 1552

1552. Can TfNSW advise on the comparison of heavy vehicle traffic to other states or territories?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information.

Question no: 1553

1553. Can TfNSW advise on the investment in infrastructure specifically for heavy vehicle traffic management?

Answer:

I am advised:

Yes, Transport for NSW advises there are a variety of cameras installed across the State road network which are generally used for monitoring traffic and taking actions to improve traffic flow by the Transport Management Centre and Regional Transport Operations Centre.

All road users have access to Live Traffic NSW information about incidents, which can cause congestion or delays on the network. In instances where major network disruptions, closures, or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

Live Traffic NSW also indicate restricted access for combinations and mass limits if available, and advice when heavy vehicles must park. All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 1554

1554. Can TfNSW advise on the availability of alternative routes for heavy vehicles during road closures?

Answer:

I am advised:

Yes, Transport for NSW advises there are a variety of cameras installed across the State road network which are generally used for monitoring traffic and taking actions to improve traffic flow by the Transport Management Centre and Regional Transport Operations Centre.

All road users have access to Live Traffic NSW information about incidents, which can cause congestion or delays on the network. In instances where major network disruptions, closures, or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

Live Traffic NSW also indicate restricted access for combinations and mass limits if available, and advice when heavy vehicles must park. All diversions and alternative routes are considered with safety at the forefront of decision making.

Incident response plans are created ahead of time to identify alternative routes for all vehicle types and made available for use during unplanned road closures, communicated to road users via roadside signage and Live Traffic NSW.

Question no: 1555

1555. Can TfNSW advise on the statistics regarding heavy vehicle compliance with road signage?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1492.

Question no: 1556

1556. Can TfNSW advise on the average number of hours heavy vehicles are in operation daily?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1494.

Question no: 1557

1557. Can TfNSW advise on the current average daily number of heavy vehicles using the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1558

1558. Can TfNSW advise if there is a seasonal variation in heavy vehicle traffic on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool, the seasonal variation on the Golden Highway ranges from 12.370 trailers in summer to 14.340 trailers in spring.

Question no: 1559

1559. Can TfNSW advise on the projected increase in heavy vehicle traffic on the Golden Highway over the next decade?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form.

Question no: 1560

1560. Can TfNSW advise on the predominant types of goods transported by heavy vehicles on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool the top five commodities are iron ore, diesel fuel, ammonium nitrate, grain wheat and fertiliser.

Question no: 1561

1561. Can TfNSW advise on the maximum load mass allowed for heavy vehicles on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1562

1562. Can TfNSW advise on the percentage of heavy vehicles transporting hazardous materials on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form.

Heavy vehicle operators are responsible for complying with NSW Environmental Protection Authority regulations regarding the transportation of dangerous goods.

Question no: 1563

1563. Can TfNSW advise on the enforcement of load mass limits for heavy vehicles on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1564

1564. Can TfNSW advise on the frequency of heavy vehicle inspections on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response to Supplementary Question 1563.

Question no: 1565

1565. Can TfNSW advise on the impact of heavy vehicles on the road infrastructure of the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicles impact all roads and their maintenance. The impact is dependent on the vehicle type and load, pavement type, underlying geology, weather and traffic.

Question no: 1566

1566. Can TfNSW advise on the compliance rate of heavy vehicles with safety regulations on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response to Supplementary Question 1563.

Question no: 1567

1567. Can TfNSW advise on the average speed of heavy vehicles on the Golden Highway?

Answer:

I am advised:

In NSW the maximum speed limit for a vehicle more than 4.5 tonnes Gross Vehicle Mass (GVM) is 100 km/h. For certain road conditions, such as sharp bends, steep descents and winding roads, special speed limit signs may be posted for heavy vehicles.

Drivers of heavy vehicles are required to obey all signposted speed limits, and penalties on drivers failing to comply with speed limits includes demerit points, licence suspension, cancellation or disqualification and fines.

Question no: 1568

1568. Can TfNSW advise on the number of accidents involving heavy vehicles on the Golden Highway annually?

Answer:

I am advised:

Yes, Transport for NSW advises in 2022, there were 12 crashes involving a heavy vehicle on the Golden Highway.

Question no: 1569

1569. 13. Can TfNSW advise on the strategies in place to manage heavy vehicle traffic on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that all road users have access to Live Traffic NSW information about incidents that can cause congestion or delays on the network.

In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published. All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 1570

1570. Can TfNSW advise on the impact of heavy vehicles on local wildlife and the environment along the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about vehicles and wildlife strikes is available on the Transport for NSW and Department of Planning and Environment websites.

Question no: 1571

1571. Can TfNSW advise on the data collection methods for heavy vehicle freight data on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that traffic volume information for all road users is collected via permanent and sample roadside traffic collection devices.

Question no: 1572

1572. Can TfNSW advise on the role of the Golden Highway in the national freight network?

Answer:

I am advised:

Yes, Transport for NSW advises the Golden Highway is a key link between the New England Highway at Wittingham and the Newell Highway at Dubbo, and is critical for facilitating the movement of agricultural commodities from western NSW.

Question no: 1573

1573. Can TfNSW advise on the availability of rest areas for heavy vehicle operators along the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about heavy vehicle rest areas is available on its website.

Question no: 1574

1574. Can TfNSW advise on any planned upgrades to the Golden Highway to accommodate heavy vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises it is developing a strategic plan for the Golden Highway for Over Size Over Mass movement of heavy vehicles in partnership with EnergyCo. This plan will consider any required upgrades.

Question no: 1575

1575. Can TfNSW advise on the contribution of heavy vehicle traffic to the economy via the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the freight task is a key contributor to the local economic development which includes supporting local business operations, the provision of jobs, infrastructure and the delivery of goods for retail operators, such as fuel and consumables.

Question no: 1576

1576. Can TfNSW advise on the average fuel consumption of heavy vehicles on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for heavy vehicle operators.

Question no: 1577

1577. Can TfNSW advise on the measures in place to reduce emissions from heavy vehicles on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Towards Net Zero Emissions Freight Policy is publicly available on its website.

Question no: 1578

1578. Can TfNSW advise on the protocols for emergency situations involving heavy vehicles on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW emergency service are responsible for emergency incident responses. Transport for NSW supports emergency services, such as NSW Police, NSW Ambulance and Fire and Rescue NSW with traffic management and recovery.

Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible. During a defined emergency, the Transport Services Functional Area coordinates response and recovery across Transport for NSW to effectively support the lead Combat Agency.

Question no: 1579

1579. Can TfNSW advise on the peak hours for heavy vehicle traffic on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises Transport Traffic Volume Viewer data suggests 11am, as recorded at Merriwa, is a peak travel time.

Question no: 1580

1580. Can TfNSW advise on the influence of the Golden Highway's condition on heavy vehicle fuel efficiency?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1576.

Question no: 1581

1581. Can TfNSW advise on the involvement of local communities in decision-making regarding heavy vehicle traffic on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW works with local government, businesses and communities as well as the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

Question no: 1582

1582. Can TfNSW advise on the future plans to integrate smart technologies for managing heavy vehicle traffic on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there are no current plans to integrate smart technologies into the Golden Highway.

Question no: 1583

1583. Can TfNSW advise on the training programs for drivers of heavy vehicles specifically for navigating the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicle driver training for licences is assessed through the Heavy Vehicle Competency Based Assessment.

Question no: 1584

1584. Can TfNSW advise on the number of heavy vehicles on the Golden Highway that are from interstate versus within the state?

Answer:

I am advised:

Yes, Transport for NSW advises the proportion of interstate vs. intrastate heavy vehicles varies.

Question no: 1585

1585. Can TfNSW advise on the toll policies for heavy vehicles on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that there are no tolls on the Golden Highway.

Question no: 1586

1586. Can TfNSW advise on the statistics regarding oversize and overweight vehicles on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response to Supplementary Question 1563.

Question no: 1587

1587. Can TfNSW advise on the measures taken to protect bridge structures on the Golden Highway from heavy vehicle impacts?

Answer:

I am advised:

Transport for NSW advises that heavy vehicles impact all roads and regular inspections are carried out on all bridge structures. If any issues are identified, temporary weight restrictions are put in place until repairs can be completed and the bridge structure returned to its original weight load capacity.

Question no: 1588

1588. Can TfNSW advise on the use of the Golden Highway by heavy vehicles for local deliveries versus long-haul transportation?

Answer:

I am advised:

Yes, Transport for NSW advises the percentage of vehicles carrying out long-haul vs local deliveries varies.

Question no: 1589

1589. Can TfNSW advise on the impact of heavy vehicle traffic on road maintenance costs for the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicles impact all roads and their maintenance. The impact is dependent on the vehicle type and load, pavement type, underlying geology, weather and traffic.

Question no: 1590

1590. Can TfNSW advise on the coordination with other states for managing interstate heavy vehicle traffic on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it engages with other jurisdictions on heavy vehicle matters, including via national forums, and deals with operational incidents on a case by case basis.

It should be noted the Golden Highway does not cross into other state or territory jurisdictions.

Question no: 1591

1591. Can TfNSW advise on the legal consequences of heavy vehicle drivers breaching load mass regulations on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response to Supplementary Question 1563.

Question no: 1592

1592. Can TfNSW advise on the number of rest stops and their usage statistics along the Golden Highway for heavy vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises the number of rest stops is available on its website. Transport for NSW does not hold information around usage.

Question no: 1593

1593. Can TfNSW advise on the effect of heavy vehicles on noise levels and pollution along residential areas adjacent to the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it views road traffic noise as an important environmental issue and addresses road traffic noise through various approaches, including:

- carrying out assessments of road traffic noise for road projects and applying all feasible and reasonable noise mitigation measures to avoid or minimise noise, where noise exceeds criteria in the NSW Road Noise Policy
- administering the Noise Abatement Program to provide noise mitigation to locations where road traffic noise is high and no road development is taking place.

Transport for NSW also completes periodic inspection of heavy vehicles at testing stations to ensure silencers and emission systems are fitted and maintained. Inspections are also carried out during yearly or half yearly vehicles registration.

Further information is publicly available on the Transport for NSW website.

Question no: 1594

1594. Can TfNSW advise on the number of heavy vehicle breakdowns on the Golden Highway and the response strategies?

Answer:

I am advised:

Transport for NSW deploys staff across NSW to assist with various traffic incidents, including breakdowns.

When notified, Transport for NSW resources and delivery partners provide traffic management services and assist with recovery, with the aim to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 1595

1595. Can TfNSW advise on the availability and usage of weigh stations along the Golden Highway for heavy vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response to Supplementary Question 1563.

Question no: 1596

1596. Can TfNSW advise on the specific challenges heavy vehicles face on the Golden Highway compared to other highways?

Answer:

I am advised:

Yes, Transport for NSW advises that the Golden Highway runs east to west between Belford and Dubbo, traversing the Great Dividing Range. As a result, there are some steep grades with winding alignments.

Previous upgrade works along the highway have improved the road condition, overtaking opportunities for heavy vehicles along and increased the number of rest stops for heavy vehicles, however the route may present challenges for turning paths for oversize loads.

Due to the nature of the corridor, interactions with wildlife are likely along the route.

The natural disaster events that have occurred have also affected the road condition and slopes along the route.

Question no: 1597

1597. Can TfNSW advise on the collaboration with federal authorities regarding heavy vehicle regulations on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it engages with other jurisdictions on heavy vehicle matters, including via national forums, and deals with operational incidents on a case by case basis.

Question no: 1598

1598. Can TfNSW advise on the economic benefits of heavy vehicle transportation for communities along the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response to Supplementary Question 1575.

Question no: 1599

1599. Can TfNSW advise on the strategies for educating the public about sharing the road with heavy vehicles on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that information on road safety campaigns and programs aimed at heavy vehicle drivers and about heavy vehicles is available on its website.

The National Heavy Vehicle Regulator also runs road safety campaigns targeting heavy vehicles.

Question no: 1600

1600. Can TfNSW advise on the advancements in vehicle technology and their impact on heavy vehicle transport on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about safety features and technologies for heavy vehicles is available on its website.

Question no: 1601

1601. Can TfNSW advise on the role of the Golden Highway in disaster relief and heavy vehicle access during emergencies?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response to Supplementary Question 1578.

Question no: 1602

1602. Can TfNSW advise on the system in place for reporting heavy vehicle traffic violations on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that reporting of road rules violations is a matter for NSW Police.

Question no: 1603

1603. Can TfNSW advise on the process for heavy vehicle operators to obtain permits for using the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response to Supplementary Question 1563.

Question no: 1604

1604. Can TfNSW advise on the safety record of heavy vehicle companies using the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response to Supplementary Question 1563.

Question no: 1605

1605. Can TfNSW advise on the number of heavy vehicles using alternative routes to avoid the Golden Highway and the reasons for this?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response to Supplementary Question 1576.

Question no: 1606

1606. Can TfNSW advise on the current research and development projects aimed at improving heavy vehicle transport on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there are no plans in the next 12 months for implementation of any projects targeting heavy vehicles on the Golden Highway.

Question no: 1607

1607. Can TfNSW advise on the international standards applied to heavy vehicles on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Australian Design Rules are the national standards for road vehicle safety, anti-theft and emissions.

All new road vehicles manufactured in Australia and imported new or second-hand vehicles, must comply with the relevant Australian Design Rules when they are first supplied to the Australian market.

Question no: 1608

1608. Can TfNSW advise on the specific weather-related issues affecting heavy vehicles on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the natural disaster events which have occurred across the past few years have affected the road condition and slopes along the route, including localised flooding during high rainfall events at numerous locations such as Range Road and Mudies Creek.

Question no: 1609

1609. Can TfNSW advise on the support services available for heavy vehicle drivers along the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1610

1610. Can TfNSW advise on the implementation of rest period regulations for heavy vehicle drivers on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response to Supplementary Question 1563.

Question no: 1611

1611. Can TfNSW advise on the impact of the Golden Highway's traffic on regional development and commerce?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response to Supplementary Question 1575.

Question no: 1612

1612. Can TfNSW advise on the procedures for heavy vehicle accident investigations on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises NSW Police leads crash investigations and is responsible for controlling emergency and incident response in the event of a heavy vehicle crash.

Transport for NSW supports emergency services with traffic management, with its own resources and delivery partners providing a response to help restore the road network as quickly as possible.

During a defined emergency, the Transport Services Functional Area coordinates response and recovery across Transport for NSW to effectively support the lead Combat Agency.

Question no: 1613

1613. Can TfNSW advise on the initiatives to reduce the carbon footprint of heavy vehicles on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Towards Net Zero Emissions Freight Policy is publicly available on its website.

Question no: 1614

1614. Can TfNSW advise on the partnership with technology companies for monitoring and managing heavy vehicle traffic on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about safety features and technologies for heavy vehicles is available on its website.

Question no: 1615

1615. Can TfNSW advise on the number of heavy vehicle-related road closures on the Golden Highway in the past year?

Answer:

I am advised:

Yes, Transport for NSW advises review of available data revealed there have been nine heavy vehicle-related directional and full road closures along the Golden Highway in the past year.

Question no: 1616

1616. Can TfNSW advise on the use of the Golden Highway by heavy vehicles during nighttime hours and the associated safety measures?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1617

1617. Can TfNSW advise on the types of alternative fuels being used by heavy vehicles on the Golden Highway?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response to Supplementary Question 1576.

Question no: 1618

1618. Can TfNSW advise on the frequency of road surface testing on the Golden Highway due to heavy vehicle use?

Answer:

I am advised:

Yes, Transport for NSW advised that routine inspections are conducted on each highway as per normal process and road surface checking is included in the inspection

Question no: 1619

1619. Can TfNSW advise on the percentage of heavy vehicles on the Golden Highway that are compliant with the latest emission standards?

Answer:

I am advised:

Yes, Transport for NSW advises refers to the response to Supplementary Question 1563.

Question no: 1620

1620. Can TfNSW advise on the feedback received from heavy vehicle operators regarding the Golden Highway's amenities and infrastructure?

Answer:

I am advised:

Yes, Transport for NSW advises that planning for the network and projects takes into consideration a range of data as well as information provided by the community and key stakeholders during engagement and consultation processes.

Transport for NSW also carried out Customer Satisfaction Surveys of heavy vehicle drivers twice a year.

Question no: 1621

1621. Can TfNSW advise on the rate of growth in heavy vehicle traffic on the Golden Highway over the last five years?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1622

1622. Can TfNSW advise on the current average daily count of heavy vehicles on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1623

1623. Can TfNSW advise on the percentage increase in heavy vehicle traffic on Barton Highway over the past five years?

Answer:

I am advised:

Yes, Transport for NSW refers to the response to Supplementary Question 1622.

Question no: 1624

1624. Can TfNSW advise on the projected increase in heavy vehicle traffic on the Barton Highway for the next decade?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form.

Question no: 1625

1625. Can TfNSW advise on the average load mass of heavy vehicles on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool, the average load mass of heavy vehicles on the Barton Highway is estimated at 18 tonnes per trailer.

Question no: 1626

1626. Can TfNSW advise on the maximum legal load mass for heavy vehicles traveling on the Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1627

1627. Can TfNSW advise on the predominant types of goods transported by heavy vehicles on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool, the top five commodities are concrete, gravel, sand, rock, unleaded fuel.

Question no: 1628

1628. Can TfNSW advise on the seasonal variations in heavy vehicle traffic on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool, the seasonal variations on the Barton Highway ranges from 12,790 trailers in summer to 15,690 trailers in autumn.

Question no: 1629

1629. Can TfNSW advise on the impact of heavy vehicle traffic on road maintenance schedules for Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicles impact all roads and their maintenance. The impact is dependent on the vehicle type and load, pavement type, underlying geology, weather and traffic.

Question no: 1630

1630. Can TfNSW advise on the compliance rates of heavy vehicles with weight regulations on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1631

1631. Can TfNSW advise on the frequency of heavy vehicle inspections on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1630.

Question no: 1632

1632. Can TfNSW advise on the accident statistics involving heavy vehicles on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises in 2022, there was one crash involving a heavy vehicle on Barton Highway.

Question no: 1633

1633. Can TfNSW advise on the safety measures in place for heavy vehicles on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it works with the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

Question no: 1634

1634. Can TfNSW advise on the strategies implemented to manage heavy vehicle traffic during peak hours on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that all road users have access to Live Traffic NSW information about incidents that can cause congestion or delays on the network. In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

Live Traffic NSW can also indicate restricted access for combinations and mass limits if available, and advice when heavy vehicles must park. All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 1635

1635. Can TfNSW advise on the effect of heavy vehicles on the structural integrity of bridges along Barton Highway?

Answer:

I am advised:

Transport for NSW advises that heavy vehicles impact all roads and regular inspections are carried out on all bridge structures. If any issues are identified, temporary weight restrictions are put in place until repairs can be completed and the bridge structure returned to its original weight load capacity.

Question no: 1636

1636. Can TfNSW advise on the measures taken to reduce congestion caused by heavy vehicles on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises congestion may occur for various factors, including traffic peaks and incidents which may or may not involve heavy vehicles.

All road users have access to Live Traffic NSW information about incidents that can cause congestion or delays on the network. In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

All diversions and alternative routes are considered with safety at the forefront of decision making.

Further information about the Barton Highway Improvement Strategy is publicly available on the Transport for NSW website.

Question no: 1637

1637. Can TfNSW advise on the proportion of interstate vs. intrastate heavy vehicles on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the proportion of interstate vs. intrastate heavy vehicles varies.

Question no: 1638

1638. Can TfNSW advise on the role of Barton Highway in the national heavy vehicle freight network?

Answer:

I am advised:

Yes, Transport for NSW advises the Barton Highway is a key connection between the Hume Highway and Canberra, primarily moving commodities such as concrete, gravel, sand, rock and unleaded fuel.

Question no: 1639

1639. Can TfNSW advise on the average speed of heavy vehicles on Barton Highway?

Answer:

I am advised:

In NSW the maximum speed limit for a vehicle more than 4.5 tonnes Gross Vehicle Mass (GVM) is 100 km/h. For certain road conditions, such as sharp bends, steep descents and winding roads, special speed limit signs may be posted for heavy vehicles.

Drivers of heavy vehicles are required to obey all signposted speed limits, and penalties on drivers failing to comply with speed limits includes demerit points, licence suspension, cancellation or disqualification and fines.

Question no: 1640

1640. Can TfNSW advise on the enforcement of heavy vehicle emission standards on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1641

1641. Can TfNSW advise on the number of rest areas available for heavy vehicle drivers on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about heavy vehicle rest areas is available on its website.

Question no: 1642

1642. Can TfNSW advise on the plans for future infrastructure upgrades affecting heavy vehicle traffic on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about the Barton Highway Improvement Strategy is publicly available on the Transport for NSW website.

Question no: 1643

1643. Can TfNSW advise on the policies in place regarding oversized or overweight heavy vehicles on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1644

1644. Can TfNSW advise on the current road toll rates for heavy vehicles on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that there are no tolls on the Barton Highway.

Question no: 1645

1645. Can TfNSW advise on the economic impact of heavy vehicle traffic on local communities along Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the freight task is a key contributor to the local economic development which includes supporting local business operations, the provision of jobs, infrastructure and the delivery of goods for retail operators, such as fuel and consumables.

Question no: 1646

1646. Can TfNSW advise on the contribution of heavy vehicle traffic to local economies on the Barton Highway corridor?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1645.

Question no: 1647

1647. Can TfNSW advise on the coordination with other states regarding heavy vehicle regulation on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it engages with other jurisdictions on heavy vehicle matters, including via national forums, and deals with operational incidents on a case by case basis.

Question no: 1648

1648. Can TfNSW advise on the use of Barton Highway as a bypass for heavy vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises there are no dedicated heavy vehicle bypasses on the NSW state road network.

Heavy vehicle detours are in place to reduce heavy vehicle traffic through some town centres.

Question no: 1649

1649. Can TfNSW advise on the comparison of heavy vehicle traffic on Barton Highway with other major highways?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1622.

Question no: 1650

1650. Can TfNSW advise on the training requirements for heavy vehicle drivers operating on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicle driver training for licences is assessed through the Heavy Vehicle Competency Based Assessment.

Question no: 1651

1651. Can TfNSW advise on the specific challenges faced by heavy vehicles on the Barton Highway terrain?

Answer:

I am advised:

Yes, Transport for NSW advises speed limit reductions may be in place when weather events impact slopes or pavement.

Question no: 1652

1652. Can TfNSW advise on the incidence of hazardous material transport by heavy vehicles on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the Environment Protection Authority and SafeWork NSW.

Question no: 1653

1653. Can TfNSW advise on the protocols for emergency response to heavy vehicle accidents on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW emergency service are responsible for emergency incident responses. Transport for NSW supports emergency services, such as NSW Police, NSW Ambulance and Fire and Rescue NSW with traffic management and recovery.

Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible. During a defined emergency, the Transport Services Functional Area coordinates response and recovery across Transport for NSW to effectively support the lead Combat Agency.

Question no: 1654

1654. Can TfNSW advise on the data collection methods for heavy vehicle traffic on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that traffic volume information for all road users is collected via permanent and sample roadside traffic collection devices.

Question no: 1655

1655. 34. Can TfNSW advise on the influence of weather conditions on heavy vehicle operations on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that heavy vehicles on the Barton Highway can be impacted by weather conditions, such as minor flooding and in some instances flooding requiring detours.

Question no: 1656

1656. 35. Can TfNSW advise on the public reporting mechanisms for heavy vehicle incidents on Barton Highway?

Answer:

I am advised:

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 1657

1657. Can TfNSW advise on the technology used for monitoring heavy vehicle traffic on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there are a variety of cameras installed across the State road network which are generally used for monitoring traffic and taking actions to improve traffic flow by the Transport Management Centre and Regional Transport Operations Centre.

Question no: 1658

1658. Can TfNSW advise on the effectiveness of current heavy vehicle traffic management systems on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it has traffic monitoring CCTV installed at key intersections along the Barton Highway which enables effective live traffic monitoring during periods of disruption.

All road users have access to Live Traffic NSW information about incidents that can cause congestion or delays on the network. In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published. All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 1659

1659. Can TfNSW advise on the integration of Barton Highway data into state-wide freight planning?

Answer:

I am advised:

Yes, Transport for NSW advises that planning for the network takes into account a range of data as well as information provided by the community and key stakeholders during engagement and consultation processes.

Question no: 1660

1660. Can TfNSW advise on the plans to improve heavy vehicle parking facilities on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Heavy Vehicle Rest Stop Improvement Program aims to plan and prepare for new heavy vehicle rest stop opportunities and potential improvements to existing rest stops.

The program includes a comprehensive audit of the state road network and the existing and potential provision of heavy vehicle rest stops against the Austroads Guidelines. Following consultation in 2023, the Heavy Vehicle Rest Stop Engagement Report was published and provides a summary of themes arising from engagement and consultation with industry, and is available on the NSW Government website.

Question no: 1661

1661. 40. Can TfNSW advise on the initiatives to improve heavy vehicle fuel efficiency on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that access to the road network for higher productivity vehicles improves safety sustainability and productivity, and reduces the number of heavy vehicle trips required for the freight task.

Question no: 1662

1662. Can TfNSW advise on the coordination with local law enforcement regarding heavy vehicle traffic on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it works closely with NSW Police regarding all traffic on State roads.

Transport for NSW regularly meets with local area enforcement agencies and other key stakeholders to work on initiatives to improve safety, reduce congestion and tackle community concerns.

Question no: 1663

1663. Can TfNSW advise on the impact of heavy vehicle traffic on air quality around Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW does not routinely conduct roadside air quality monitoring along highways. Transport for NSW carries out air quality monitoring to support major projects, and for occasional targeted research purposes.

The Towards Net Zero Emissions Freight Policy is available on the Transport for NSW website.

Question no: 1664

1664. Can TfNSW advise on the number of heavy vehicle-related violations recorded on Barton Highway annually?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1630.

Question no: 1665

1665. Can TfNSW advise on the support systems in place for heavy vehicle drivers on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1666

1666. Can TfNSW advise on the frequency of heavy vehicle traffic surges on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises all road users have access to Live Traffic NSW information about incidents that can cause congestion or delays on the network. In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 1667

1667. Can TfNSW advise on the percentage of heavy vehicles on Barton Highway using alternative fuels?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for heavy vehicle operators.

Question no: 1668

1668. Can TfNSW advise on the involvement of heavy vehicles in Barton Highway upgrade planning?

Answer:

I am advised:

Yes, Transport for NSW advises that planning for the network takes into account a range of data as well as information provided by the community and key stakeholders during engagement and consultation processes.

Question no: 1669

1669. Can TfNSW advise on the efforts to mitigate noise pollution from heavy vehicles on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it views road traffic noise as an important environmental issue and addresses road traffic noise through various approaches, including:

- carrying out assessments of road traffic noise for road projects and applying all feasible and reasonable noise mitigation measures to avoid or minimise noise, where noise exceeds criteria in the NSW Road Noise Policy
- administering the Noise Abatement Program to provide noise mitigation to locations where road traffic noise is high and no road development is taking place.

Transport for NSW also completes periodic inspection of heavy vehicles at testing stations to ensure silencers and emission systems are fitted and maintained. Inspections are also carried out during yearly or half yearly vehicles registration.

Further information is publicly available on the Transport for NSW website.

Question no: 1670

1670. Can TfNSW advise on the impact of heavy vehicle traffic on wildlife crossings along Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about vehicles and wildlife strikes is available on the Transport for NSW and Department of Planning and Environment websites.

Question no: 1671

1671. Can TfNSW advise on the partnership with industry stakeholders in managing heavy vehicle logistics on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that management of heavy vehicle traffic and access is a coordinated joint approach between Transport for NSW, local councils, the National Heavy Vehicle Regulator, heavy vehicle operators and other key stakeholders.

Question no: 1672

1672. Can TfNSW advise on the regulations for heavy vehicle signage and lighting on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1673

1673. Can TfNSW advise on the frequency of heavy vehicle route assessments on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it carries out periodic assessments of heavy vehicle routes across NSW to ensure the efficiency of freight movements across the state.

Question no: 1674

1674. Can TfNSW advise on the historical trends in heavy vehicle traffic volume on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW refers to the response to Supplementary Question 1622.

Question no: 1675

1675. Can TfNSW advise on the percentage of night-time heavy vehicle traffic on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW refers to the response to Supplementary Question 1622.

Question no: 1676

1676. 55. Can TfNSW advise on the steps taken to address heavy vehicle traffic noise for nearby residents along Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW refers to the response to Supplementary Question 1669.

Question no: 1677

1677. Can TfNSW advise on the use of technology to streamline heavy vehicle traffic on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that there are a variety of cameras installed across the State road network which are generally used for monitoring traffic and taking actions to improve traffic flow by the Transport Management Centre and Regional Transport Operations Centre.

Question no: 1678

1678. Can TfNSW advise on the measures to ensure heavy vehicle driver alertness on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about road safety campaigns and programs aimed at heavy vehicle drivers, including the impact of fatigue, is available on its website. Transport for NSW supports industry decisions in selecting vehicles which provide safe, sustainable outcomes and enable productivity to be realised, which include technology that targets driver alertness.

Question no: 1679

1679. Can TfNSW advise on the impact of heavy vehicles on pavement wear and tear on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW refers to the response to Supplementary Question 1629.

Question no: 1680

1680. Can TfNSW advise on the development of rest stop facilities for heavy vehicles on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW refers to the response to Supplementary Question 1660.

Question no: 1681

1681. Can TfNSW advise on the statistics for heavy vehicle breakdowns on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW deploys staff across NSW to assist with various traffic incidents, including breakdowns.

When notified, Transport for NSW resources and delivery partners provide traffic management services and assist with recovery, with the aim to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 1682

1682. Can TfNSW advise on the protocols for heavy vehicle breakdown recovery on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW refers to the response to Supplementary Question 1681.

Question no: 1683

1683. Can TfNSW advise on the initiatives for reducing heavy vehicle rollovers on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1684

1684. Can TfNSW advise on the rate of heavy vehicle compliance with speed limits on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for NSW Police.

Question no: 1685

1685. Can TfNSW advise on the process for reporting heavy vehicle safety concerns on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1630.

Question no: 1686

1686. Can TfNSW advise on the types of perishable goods transported by heavy vehicles on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, in accordance with the CSIRO Transit Tool, these are dairy, meat, seafood, vegetables, fruit, fibre, and processed foods.

Question no: 1687

1687. Can TfNSW advise on the monitoring of hazardous loads by heavy vehicles on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1630.

Question no: 1688

1688. Can TfNSW advise on the measures to manage heavy vehicle traffic during roadworks on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1634.

Question no: 1689

1689. Can TfNSW advise on the procedures for heavy vehicle drivers to report road hazards on Barton Highway?

Answer:

I am advised:

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 1690

1690. Can TfNSW advise on the effectiveness of weight stations for heavy vehicles on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there are currently no weigh stations on the Barton Highway.

Question no: 1691

1691. Can TfNSW advise on the provision of weather-related information to heavy vehicle operators on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises all road users have access to Live Traffic NSW information about incidents that can cause congestion or delays on the network. In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 1692

1692. Can TfNSW advise on the strategies to manage heavy vehicle traffic during emergencies on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW emergency services are responsible for emergency incident responses. Transport for NSW supports emergency services, such as NSW Police, NSW Ambulance and Fire and Rescue NSW with traffic management and recovery.

Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible. During a defined emergency, the Transport Services Functional Area coordinates response and recovery across Transport for NSW to effectively support the lead Combat Agency.

Question no: 1693

1693. Can TfNSW advise on the coordination between different transport modes and heavy vehicles on Barton Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1642.

Question no: 1694

1694. Can TfNSW advise on the current average daily number of heavy vehicles on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about traffic volumes is publicly available on its website.

Question no: 1695

1695. Can TfNSW advise on the projected increase in heavy vehicle traffic on the Hume Highway over the next decade?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form.

Question no: 1696

1696. Can TfNSW advise on the most common types of goods transported by heavy vehicles on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that, according to the CSIRO Transit Tool, the top five commodities are concrete, unleaded fuel, household general items, gravel and harvested softwood.

Question no: 1697

1697. Can TfNSW advise on the percentage of heavy vehicles on the Hume Highway carrying hazardous materials?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form. Heavy vehicle operators are responsible for complying with NSW Environmental Protection Authority regulations regarding the transportation of dangerous goods.

Question no: 1698

1698. Can TfNSW advise on the average load mass for trucks on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool, the average load mass is 17.7 tonnes per trailer.

Question no: 1699

1699. Can TfNSW advise on the seasonal fluctuations in heavy vehicle traffic on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool the seasonal variation on the Hume Highway ranges from 201,900 trailers in winter to 227,300 trailers in summer.

Question no: 1700

1700. Can TfNSW advise on the impact of heavy vehicle traffic on Hume Highway maintenance costs?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicles impact all roads and their maintenance.

The impact is dependent on the vehicle type and load, pavement type, underlying geology, weather and traffic.

Question no: 1701

1701. Can TfNSW advise on the enforcement of load mass limits for heavy vehicles on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1702

1702. Can TfNSW advise on the trends in heavy vehicle types using the Hume Highway (e.g., B-doubles, road trains)?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for heavy vehicle operators.

Question no: 1703

1703. Can TfNSW advise on the frequency of heavy vehicle inspections on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1701.

Question no: 1704

1704. Can TfNSW advise on the rate of compliance with heavy vehicle safety standards on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1701.

Question no: 1705

1705. Can TfNSW advise on the number of heavy vehicle breakdowns on the Hume Highway last year?

Answer:

I am advised:

Transport for NSW advises it deploys staff across NSW to assist with various traffic incidents, including breakdowns.

When notified, Transport for NSW resources and delivery partners provide traffic management services and assist with recovery, with the aim to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 1706

1706. Can TfNSW advise on the strategies in place to manage heavy vehicle traffic during peak hours on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there are a variety of cameras installed across the State road network which are generally used for monitoring traffic and taking actions to improve traffic flow by the Transport Management Centre and Regional Transport Operations Centre.

All road users have access to Live Traffic NSW information about incidents, which can cause congestion or delays on the network. In instances where major network disruptions, closures, or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

Live Traffic NSW also indicate restricted access for combinations and mass limits if available, and advice when heavy vehicles must park. All diversions and alternative routes are considered with safety at the forefront of decision making.

Planned maintenance activities and oversize movements are minimised during peak travel periods to support reliable journey times.

Question no: 1707

1707. Can TfNSW advise on the measures taken to ensure the safety of heavy vehicle operations on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it works with the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

Question no: 1708

1708. Can TfNSW advise on the proportion of interstate vs. intrastate heavy vehicles on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the proportion of interstate vs. intrastate heavy vehicles varies.

Question no: 1709

1709. Can TfNSW advise on the average distance traveled by heavy vehicles on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1702.

Question no: 1710

1710. Can TfNSW advise on the annual growth rate of heavy vehicle traffic on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1694.

Question no: 1711

1711. Can TfNSW advise on the comparison of heavy vehicle traffic on the Hume Highway to other major highways?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1694.

Question no: 1712

1712. Can TfNSW advise on the economic impact of heavy vehicle freight on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the freight task includes contributions to local economic development including supporting local business operations and the provision of jobs, infrastructure and delivery of goods for retail operators, such as fuel and consumables.

Question no: 1713

1713. Can TfNSW advise on the contribution of heavy vehicle traffic to congestion on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises congestion may occur for various factors, including traffic peaks and incidents which may or may not involve heavy vehicles.

All road users have access to Live Traffic NSW information about incidents that can cause congestion or delays on the network. In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 1714

1714. Can TfNSW advise on the safety record of heavy vehicle operators on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1701.

Question no: 1715

1715. Can TfNSW advise on the number of accidents involving heavy vehicles on the Hume Highway annually?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, there were 107 crashes on the Hume Highway involving heavy vehicles.

Question no: 1716

1716. Can TfNSW advise on the protocols for handling heavy vehicle incidents on the Hume Highway?

Answer:

I am advised:

Transport for NSW deploys staff across NSW to assist with various traffic incidents, including breakdowns.

When notified, Transport for NSW resources and delivery partners provide traffic management services and assist with recovery, with the aim to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 1717

1717. Can TfNSW advise on the peak times for heavy vehicle traffic on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises transport traffic volume viewer data suggests 2pm at Marulan is the peak travel time on the Hume Highway.

Question no: 1718

1718. Can TfNSW advise on the effectiveness of rest areas in reducing heavy vehicle accidents on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Heavy Vehicle Rest Stop Improvement Program aims to plan and prepare for new heavy vehicle rest stop opportunities and potential improvements to existing rest stops.

The program includes a comprehensive audit of the state road network and the existing and potential provision of heavy vehicle rest stops against the Austroads Guidelines.

Following consultation in 2023, the Heavy Vehicle Rest Stop Engagement Report was published and provides a summary of themes arising from engagement and consultation with industry, and is available on the NSW Government website.

Question no: 1719

1719. Can TfNSW advise on the impact of heavy vehicle traffic on local communities along the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW works with local government, businesses and communities as well as the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

Question no: 1720

1720. Can TfNSW advise on the correlation between heavy vehicle traffic and road wear on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1700.

Question no: 1721

1721. Can TfNSW advise on the average fuel consumption of heavy vehicles on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1702.

Question no: 1722

1722. Can TfNSW advise on the number of heavy vehicles using alternative fuels on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1702.

Question no: 1723

1723. Can TfNSW advise on the statistics of heavy vehicle speeding incidents on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for Revenue NSW and NSW Police.

Question no: 1724

1724. Can TfNSW advise on the monitoring systems used for heavy vehicle traffic on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it has traffic monitoring CCTV installed at key intersections along the Hume Highway which enables effective live traffic monitoring during periods of disruption.

Question no: 1725

1725. Can TfNSW advise on the assistance programs available for heavy vehicle operators on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1726

1726. Can TfNSW advise on the initiatives to reduce carbon emissions from heavy vehicles on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Towards Net Zero Emissions Freight Policy is publicly available on its website.

Question no: 1727

1727. Can TfNSW advise on the impact of heavy vehicles on air quality along the Hume Highway corridor?

Answer:

I am advised:

Yes, Transport for NSW advises it carries out air quality monitoring to support major projects, and for occasional targeted research purposes.

The Department of Planning and Environment operates a comprehensive accredited air quality monitoring network to provide the community with accurate and up-to-date information about air quality.

Transport for NSW recently released its Net Zero Emissions Freight Policy which sets out the strategic direction and actions to support emissions reductions across the heavy road and rail freight transport sector.

Question no: 1728

1728. Can TfNSW advise on the noise pollution levels from heavy vehicle traffic on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it views road traffic noise as an important environmental issue and addresses road traffic noise through various approaches, including:

- carrying out assessments of road traffic noise for road projects and applying all feasible and reasonable noise mitigation measures to avoid or minimise noise, where noise exceeds criteria in the NSW Road Noise Policy
- administering the Noise Abatement Program to provide noise mitigation to locations where road traffic noise is high and no road development is taking place.

Transport for NSW also completes periodic inspection of heavy vehicles at testing stations to ensure silencers and emission systems are fitted and maintained. Inspections are also carried out during yearly or half yearly vehicles registration.

Further information is publicly available on the Transport for NSW website.

Question no: 1729

1729. Can TfNSW advise on the compliance rate with noise regulations for heavy vehicles on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1701.

Question no: 1730

1730. Can TfNSW advise on the effectiveness of current traffic management strategies for heavy vehicles on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it has traffic monitoring CCTV installed at key intersections along the Hume Highway. This enables effective live traffic monitoring during periods of disruption.

All road users have access to Live Traffic NSW information about incidents, which can cause congestion or delays on the network. In instances where major network disruptions, closures, or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

Live Traffic NSW also indicates restricted access for combinations and mass limits if available, and advice when heavy vehicles must park.

All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 1731

1731. Can TfNSW advise on the impact of heavy vehicle traffic on wildlife and ecosystems along the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about vehicles and wildlife strikes is available on the Transport for NSW and Department of Planning and Environment websites.

Question no: 1732

1732. Can TfNSW advise on the involvement of heavy vehicles in traffic congestion on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1713.

Question no: 1733

1733. Can TfNSW advise on the average turnaround time for heavy vehicle deliveries on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1702.

Question no: 1734

1734. Can TfNSW advise on the technology used for tracking and managing heavy vehicle traffic on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it has traffic monitoring CCTV installed at key intersections along the Hume Highway. This enables effective live traffic monitoring during periods of disruption.

Further information about safety features and technologies for heavy vehicles is publicly available on the Transport for NSW website.

Question no: 1735

1735. Can TfNSW advise on the protocols for heavy vehicle emergency response on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW emergency services are responsible for emergency incident responses. Transport for NSW supports emergency services, such as NSW Police, NSW Ambulance and Fire and Rescue NSW with traffic management and recovery.

Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible. During a defined emergency, the Transport Services Functional Area coordinates response and recovery across Transport for NSW to effectively support the lead Combat Agency.

Question no: 1736

1736. Can TfNSW advise on the measures in place for heavy vehicle accident prevention on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it works with the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

The Hume Highway has average speed camera enforcement between Yass and Gundagai. The National Heavy Vehicle Regulator also has Heavy Vehicle Safety Stations at Marulan.

Question no: 1737

1737. Can TfNSW advise on the number of heavy vehicle traffic violations recorded on the Hume Highway last quarter?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for Revenue NSW.

Question no: 1738

1738. Can TfNSW advise on the use of weigh-in-motion systems for heavy vehicles on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises weigh-in-motion systems are used at Marulan (northbound and southbound).

Question no: 1739

1739. Can TfNSW advise on the results of recent heavy vehicle compliance campaigns on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1701.

Question no: 1740

1740. Can TfNSW advise on the training and licensing requirements for heavy vehicle drivers on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicle driver training for licences is assessed through the Heavy Vehicle Competency Based Assessment.

Question no: 1741

1741. Can TfNSW advise on the frequency of heavy vehicle overloading and its impact on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1701.

Question no: 1742

1742. Can TfNSW advise on the number of rest stops for heavy vehicle drivers along the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1743

1743. Can TfNSW advise on the legal repercussions for heavy vehicle operators violating load mass regulations on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1701.

Question no: 1744

1744. Can TfNSW advise on the procedures for reporting unsafe heavy vehicle operations on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1701.

Question no: 1745

1745. Can TfNSW advise on the statistics for heavy vehicle tire blowouts on the Hume Highway?

Answer:

I am advised:

Transport for NSW deploys staff across NSW to assist with various traffic incidents, including breakdowns.

When notified, Transport for NSW resources and delivery partners provide traffic management services and assist with recovery, with the aim to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 1746

1746. Can TfNSW advise on the coordination with other states for managing interstate heavy vehicle traffic on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it engages with other jurisdictions on heavy vehicle matters, including via national forums, and deals with operational incidents on a case by case basis.

Question no: 1747

1747. Can TfNSW advise on the funding allocated for heavy vehicle safety improvements on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicle safety improvements are being delivered through the Marulan bypass pavement rehabilitation project and the Heavy Vehicle Rest Stop Improvement Program.

Further information is publicly available on the Transport for NSW website.

Question no: 1748

1748. Can TfNSW advise on the inspection frequency for heavy vehicle compliance with roadworthiness on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1701.

Question no: 1749

1749. Can TfNSW advise on the contribution of heavy vehicle traffic to the overall usage of the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1694.

Question no: 1750

1750. Can TfNSW advise on the strategies for disseminating heavy vehicle traffic updates to drivers on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there are a variety of cameras installed across the State road network which are generally used for monitoring traffic and taking actions to improve traffic flow by the Transport Management Centre and Regional Transport Operations Centre.

All road users have access to Live Traffic NSW information about incidents, which can cause congestion or delays on the network. In instances where major network disruptions, closures, or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

Live Traffic NSW also indicate restricted access for combinations and mass limits if available, and advice when heavy vehicles must park. All diversions and alternative routes are considered with safety at the forefront of decision making.

During certain events in NSW, Transport for NSW may provide communications to industry on diversions and alternative routes to enable appropriate journey planning.

All motorists, including heavy vehicle drivers, are encouraged to ensure they plan their travel and check Live Traffic NSW website for the latest information about road work, incidents, bridge load limits and closures.

Question no: 1751

1751. Can TfNSW advise on the improvements planned for heavy vehicle parking facilities on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1718.

Question no: 1752

1752. Can TfNSW advise on the number of dedicated heavy vehicle lanes on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that overtaking lanes on the NSW state road network include overtaking lanes for all road users.

The Hume Highway has a series of overtaking lanes, and slow vehicle lanes, along the alignment to allow safe and efficient formal overtaking opportunities for general traffic.

Question no: 1753

1753. Can TfNSW advise on the measures to prevent heavy vehicle traffic from impacting critical wildlife crossings on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1731.

Question no: 1754

1754. Can TfNSW advise on the support services for heavy vehicle drivers in case of long delays on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1750.

Question no: 1755

1755. Can TfNSW advise on the collaboration with logistics companies to manage heavy vehicle flows on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that management of heavy vehicle traffic is a coordinated joint approach between Transport for NSW, local councils, the National Heavy Vehicle Regulator and heavy vehicle operators.

Question no: 1756

1756. Can TfNSW advise on the role of heavy vehicles in intermodal transport connections on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the NSW Freight and Ports Plan is publicly available on its website.

Question no: 1757

1757. Can TfNSW advise on the procedures for heavy vehicles in high-traffic events or road closures on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1750.

Question no: 1758

1758. Can TfNSW advise on the heavy vehicle toll pricing strategy for the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the Treasurer.

Question no: 1759

1759. Can TfNSW advise on the average time taken for heavy vehicle cargo inspections on the Hume Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1701.

Question no: 1760

1760. Can TfNSW advise on the current average daily number of heavy vehicles on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is publicly available on its website.

Question no: 1761

1761. Can TfNSW advise on the projected increase in heavy vehicle traffic on the Monaro Highway over the next decade?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form.

Question no: 1762

1762. Can TfNSW advise on the predominant type of goods transported by heavy vehicles on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool, the top five commodities are harvested softwood, unleaded fuel, concrete, gravel and diesel fuel.

Question no: 1763

1763. Can TfNSW advise on the average load mass for heavy vehicles on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool, the estimated average load mass is 18.6 tonnes per trailer.

Question no: 1764

1764. Can TfNSW advise on any seasonal variations in heavy vehicle traffic on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool, the seasonal variation on the Monaro Highway, ranges from 10,910 trailers in winter to 14,760 trailers in summer.

Question no: 1765

1765. Can TfNSW advise on the percentage of interstate vs. intrastate heavy vehicles on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information.

Question no: 1766

1766. Can TfNSW advise on the impact of heavy vehicle traffic on Monaro Highway maintenance schedules?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicles impact all roads and their maintenance. The impact is dependent on the vehicle type and load, pavement type, underlying geology, weather and traffic.

Question no: 1767

1767. Can TfNSW advise on the enforcement of load mass limits for heavy vehicles on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1768

1768. Can TfNSW advise on the frequency of heavy vehicle inspections on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1767.

Question no: 1769

1769. Can TfNSW advise on the number of heavy vehicle accidents on the Monaro Highway in the past year?

Answer:

I am advised:

Yes, Transport for NSW advises there were four crashes involving a heavy vehicle on Monaro Highway in the past year.

Question no: 1770

1770. Can TfNSW advise on the implementation of heavy vehicle safety initiatives on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that information on road safety campaigns and programs aimed at heavy vehicle drivers and about heavy vehicles is available on its website.

The National Heavy Vehicle Regulator also runs road safety campaigns targeting heavy vehicles.

Question no: 1771

1771. Can TfNSW advise on the average travel time for heavy vehicles on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information.

Question no: 1772

1772. Can TfNSW advise on the comparison of heavy vehicle traffic on the Monaro Highway to other major highways?

Answer:

I am advised:

Yes, Transport for NSW advises the average growth in 2022-23 was 5.9 per cent on the Monaro Highway, compared to average growth of 3.6 per cent for NSW highways.

Question no: 1773

1773. Can TfNSW advise on the role of the Monaro Highway in the national heavy vehicle freight network?

Answer:

I am advised:

Yes, Transport for NSW advises the Monaro Highway in southern NSW, connects NSW, Canberra and Victoria, moving commodities such as grain, fuel, wood and gravel.

Question no: 1774

1774. Can TfNSW advise on the expected benefits of any planned upgrades to the Monaro Highway for heavy vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises this information is available on its website.

Question no: 1775

1775. Can TfNSW advise on the proportion of heavy vehicles on the Monaro Highway that are B-doubles or road trains?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information.

Question no: 1776

1776. Can TfNSW advise on the compliance rates with heavy vehicle road rules on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1777

1777. Can TfNSW advise on the average fuel consumption for heavy vehicles on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information.

Question no: 1778

1778. Can TfNSW advise on the availability of rest areas for heavy vehicle drivers on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is available on its website.

Question no: 1779

1779. Can TfNSW advise on the heavy vehicle speed compliance on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for NSW Police.

Question no: 1780

1780. 21. Can TfNSW advise on how weather conditions affect heavy vehicle travel on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises weather conditions across NSW can change quickly and the Bureau of Meteorology provides advice and information around these matters. All motorists, including heavy vehicle drivers, are encouraged to ensure they plan their travel and check Live Traffic NSW for the latest information about road works, incidents, bridge load limits and closures.

During certain weather events experienced in NSW, Transport for NSW may communicate with industry on diversions and alternative routes to enable appropriate journey planning as some diversions may be required.

Question no: 1781

1781. Can TfNSW advise on the specific challenges faced by heavy vehicles on the Monaro Highway's terrain?

Answer:

I am advised:

Yes, Transport for NSW advises there may pavement damage and speed limit reductions in sections of the highway.

Question no: 1782

1782. Can TfNSW advise on the statistics for heavy vehicle breakdowns on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it deploys staff across NSW to assist with various traffic incidents, including breakdowns.

When notified, Transport for NSW resources and delivery partners provide traffic management services and assist with recovery, with the aim to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 1783

1783. Can TfNSW advise on the types of hazardous materials transported by heavy vehicles on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that according to the CSIRO Transit tool, commodities such as fuel (diesel and unleaded) are carried.

Question no: 1784

1784. Can TfNSW advise on the strategies in place to handle heavy vehicle traffic during peak travel times on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises all road users have access to LiveTraffic information about incidents that can cause congestion or delays on the network. In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published. All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 1785

1785. Can TfNSW advise on the economic impact of heavy vehicle traffic on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the freight task includes contributions to local economic development including supporting local business operations and the provision of jobs, infrastructure and delivery of goods for retail operators, such as fuel and consumables.

Question no: 1786

1786. Can TfNSW advise on any technological advancements being implemented to monitor heavy vehicle traffic on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about safety features and technologies for heavy vehicles is available on its website.

Question no: 1787

1787. Can TfNSW advise on partnerships with other states for managing interstate heavy vehicle traffic on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it engages with other jurisdictions on heavy vehicle matters, including via national forums, and deals with operational incidents on a case by case basis.

Question no: 1788

1788. Can TfNSW advise on measures to reduce the carbon footprint of heavy vehicle traffic on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Towards Net Zero Emissions Freight Policy is publicly available on its website.

Question no: 1789

1789. Can TfNSW advise on the frequency of heavy vehicle traffic violations on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for Revenue NSW and the National Heavy Vehicle Regulator.

Question no: 1790

1790. Can TfNSW advise on the rate of heavy vehicle traffic growth on the Monaro Highway compared to other highways?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Questions 1772.

Question no: 1791

1791. Can TfNSW advise on how the Monaro Highway is being prepared for future increases in heavy vehicle traffic?

Answer:

I am advised:

Yes, Transport for NSW continually monitors the performance of the State road network, including the Monaro Highway.

As traffic volumes increase, Transport for NSW will plan for appropriate capacity upgrades such as overtaking lanes and implement these, if and when required.

Question no: 1792

1792. Can TfNSW advise on the peak hours for heavy vehicle traffic on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises Traffic Volume Viewer data suggests 11am at Bredbo is the peak travel time.

Question no: 1793

1793. Can TfNSW advise on the training programs for heavy vehicle drivers specifically for navigating the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicle driver training for licences is assessed through the Heavy Vehicle Competency Based Assessment.

Question no: 1794

1794. Can TfNSW advise on the number of rest stops and facilities available for heavy vehicle operators on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1778.

Question no: 1795

1795. Can TfNSW advise on the measures taken to ensure the structural integrity of the Monaro Highway with heavy vehicle usage?

Answer:

I am advised:

Yes, Transport for NSW advises road pavements are designed for an expected number of heavy vehicle movements, with different pavement types more appropriate for different traffic loadings and locations.

Question no: 1796

1796. Can TfNSW advise on any weight restrictions that have been placed on heavy vehicles on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there are no weight restrictions on this highway.

Question no: 1797

1797. Can TfNSW advise on the number of heavy vehicle-related fines issued on the Monaro Highway in the last year?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for Revenue NSW.

Question no: 1798

1798. Can TfNSW advise on the contribution of heavy vehicle traffic to the economy via the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1785.

Question no: 1799

1799. Can TfNSW advise on the protocols for emergency response to heavy vehicle incidents on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that emergency services across are responsible for emergency incident response.

Transport for NSW supports combat agencies with traffic management and recovery.

Transport for NSW resources and their delivery partners also respond to and help to restore the network as quickly as possible, following completion of the investigation.

Question no: 1800

1800. Can TfNSW advise on the measures in place to prevent heavy vehicle overloading on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1801

1801. Can TfNSW advise on the frequency of roadworks on the Monaro Highway and its impact on heavy vehicle traffic?

Answer:

I am advised:

Yes, Transport for NSW advises the frequency of roadworks varies along the Monaro Highway.

Question no: 1802

1802. Can TfNSW advise on the role of the Monaro Highway in the overall logistics and supply chain for heavy vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1773.

Question no: 1803

1803. Can TfNSW advise on any special provisions for oversized or overweight heavy vehicles on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Snowy Hydro project was given exemptions for night travel.

Question no: 1804

1804. Can TfNSW advise on the coordination with local businesses affected by heavy vehicle traffic on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it leads engagement with communities and stakeholders to ensure successful places and transport systems that enable economic activity.

Transport for NSW also works with the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

Question no: 1805

1805. Can TfNSW advise on the inspection regimes for heavy vehicle roadworthiness on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1806

1806. Can TfNSW advise on the efforts to streamline heavy vehicle traffic flow on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there are a variety of cameras installed across the State road network which are generally used for monitoring traffic and taking actions to improve

traffic flow by the Transport Management Centre and Regional Transport Operations Centre.

Question no: 1807

1807. Can TfNSW advise on the impact of heavy vehicle traffic on local wildlife and ecosystems along the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on the Transport for NSW and Department of Planning and Environment websites.

Question no: 1808

1808. Can TfNSW advise on the planning of new rest areas or facilities for heavy vehicles on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Heavy Vehicle Rest Stop Engagement Report provides a summary of themes arising from engagement and consultation with industry and is available on the NSW Government website.

Question no: 1809

1809. Can TfNSW advise on the impact of heavy vehicle noise pollution in communities along the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it views road traffic noise as an important environmental issue and addresses road traffic noise through various approaches, including:

- carrying out assessments of road traffic noise for road projects and applying all feasible and reasonable noise mitigation measures to avoid or minimise noise, where noise exceeds criteria in the NSW Road Noise Policy
- administering the Noise Abatement Program to provide noise mitigation to locations where road traffic noise is high and no road development is taking place.

Transport for NSW also completes periodic inspection of heavy vehicles at testing stations to ensure silencers and emission systems are fitted and maintained. Inspections are also carried out during yearly or half yearly vehicles registration.

Further information is publicly available on the Transport for NSW website.

Question no: 1810

1810. Can TfNSW advise on initiatives to support the mental health of heavy vehicle drivers on long routes like the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the National Heavy Vehicle Regulator has guidance available on their website in relation to the importance of mental health.

Question no: 1811

1811. Can TfNSW advise on data regarding heavy vehicle tire wear and its impact on road maintenance for the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicles impact all roads and their maintenance. The impact is dependent on the vehicle type and load, pavement type, underlying geology, weather and traffic

Question no: 1812

1812. Can TfNSW advise on the frequency of heavy vehicle traffic night-time restrictions on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form. Information about traffic volumes is available on the Transport for NSW website.

Question no: 1813

1813. Can TfNSW advise on the contribution of heavy vehicle traffic to road congestion on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises congestion may occur for various factors, including traffic peaks and incidents which may or may not involve heavy vehicles.

All road users have access to LiveTraffic information about incidents that can cause congestion or delays on the network. In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 1814

1814. Can TfNSW advise on the success of current heavy vehicle routing strategies on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Heavy Vehicle Access Policy Framework aims to achieve safe and efficient movement of road freight in NSW and is available on the Transport for NSW website.

Question no: 1815

1815. Can TfNSW advise on the enforcement of rest periods for heavy vehicle drivers on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1816

1816. Can TfNSW advise on the future planning for autonomous heavy vehicles on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW recognises Connected Autonomous Vehicles as an emerging opportunity and is developing regulatory frameworks to support the safe, productive and sustainable movement of freight across NSW.

Question no: 1817

1817. Can TfNSW advise on the percentage of heavy vehicles on the Monaro Highway that use alternative fuels?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for heavy vehicle operators.

Question no: 1818

1818. Can TfNSW advise on the coordination with police for heavy vehicle traffic enforcement on the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it works closely with NSW Police regarding all traffic on State Roads. Transport for NSW meets regularly with local area enforcement and other key stakeholders to work on initiatives to improve safety, reduce congestion and tackle community concerns.

Question no: 1819

1819. Can TfNSW advise on the impact of heavy vehicle vibrations on structural damage to the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicles impact all roads and their maintenance. The impact is dependent on the vehicle type and load, pavement type, underlying geology, weather and traffic.

Question no: 1820

1820. Can TfNSW advise on the volume of international goods passing through the Monaro Highway via heavy vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for heavy vehicle operators.

Question no: 1821

1821. Can TfNSW advise on the heavy vehicle turnaround times at loading and unloading zones along the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for heavy vehicle operators.

Question no: 1822

1822. Can TfNSW advise on the use of the Monaro Highway by heavy vehicles for last-mile delivery?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for heavy vehicle operators.

Question no: 1823

1823. Can TfNSW advise on the impact of tolls on heavy vehicle routing decisions for the Monaro Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there are no tolls on the Monaro Highway.

Question no: 1824

1824. Can TfNSW advise on the current average daily number of heavy vehicles on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1825

1825. Can TfNSW advise on the projected increase in heavy vehicle traffic on the Kamilaroi Highway in the next decade?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form.

Question no: 1826

1826. Can TfNSW advise on the predominant type of goods transported by heavy vehicles on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool, the top five commodities are grain wheat, cotton, unleaded fuel, grain barley and steel.

Question no: 1827

1827. Can TfNSW advise on the average load mass for heavy vehicles on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool, the average load mass is estimated at 19 tonnes per trailer.

Question no: 1828

1828. Can TfNSW advise on the percentage of heavy vehicles on the Kamilaroi Highway that are at maximum load capacity?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1829

1829. Can TfNSW advise on the frequency of oversize or overweight loads requiring special permits on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1828.

Question no: 1830

1830. Can TfNSW advise on the impact of heavy vehicle traffic on the maintenance schedule of the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicles impact all roads and their maintenance. The impact is dependent on the vehicle type and load, pavement type, underlying geology, weather and traffic.

Question no: 1831

1831. Can TfNSW advise on the seasonal variation in heavy vehicle traffic on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool, the seasonal variation on the Kamilaroi Highway ranges from 24,750 trailers in summer to 26,520 trailers in spring

Question no: 1832

1832. Can TfNSW advise on the compliance rate with load regulations among freight vehicles on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1828.

Question no: 1833

1833. Can TfNSW advise on the number of heavy vehicle compliance checks conducted annually on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1828.

Question no: 1834

1834. Can TfNSW advise on the safety record for heavy vehicles on the Kamilaroi Highway in the past year?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, there were five crashes on the Kamilaroi Highway involving heavy vehicles.

Question no: 1835

1835. Can TfNSW advise on the economic impact of heavy vehicle traffic on the communities along the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the freight task includes contributions to local economic development including supporting local business operations and the provision of jobs, infrastructure and delivery of goods for retail operators, such as fuel and consumables.

Question no: 1836

1836. Can TfNSW advise on the primary origins and destinations of heavy vehicle trips on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for heavy vehicle operators.

Question no: 1837

1837. Can TfNSW advise on the frequency of hazardous material transport on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form. Heavy vehicle operators are responsible for complying with NSW Environmental Protection Authority regulations regarding the transportation of dangerous goods.

Question no: 1838

1838. Can TfNSW advise on the procedures in place for emergency responses to heavy vehicle incidents on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW emergency service are responsible for emergency incident responses. Transport for NSW supports emergency services, such as NSW Police, NSW Ambulance and Fire and Rescue NSW with traffic management and recovery.

Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible. During a defined emergency, the Transport Services Functional Area coordinates response and recovery across Transport for NSW to effectively support the lead Combat Agency.

Question no: 1839

1839. Can TfNSW advise on the volume of agricultural goods transported by heavy vehicles on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool, an estimated 4,018,319 tonnes of agricultural goods are transported per year on the Kamilaroi Highway.

Question no: 1840

1840. Can TfNSW advise on the contribution of mining-related heavy vehicle traffic on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool, it is estimated that mining contributes 2.7 per cent of freight movement.

Question no: 1841

1841. Can TfNSW advise on the improvements planned for handling increased heavy vehicle traffic on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about improvements along the Kamilaroi Highway is publicly available on its website.

Question no: 1842

1842. Can TfNSW advise on the use of technology for monitoring heavy vehicle traffic on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about safety features and technologies for heavy vehicles is available on its website.

Question no: 1843

1843. Can TfNSW advise on the impact of heavy vehicles on the structural integrity of bridges on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that heavy vehicles impact all roads and regular inspections are carried out on all bridge structures. If any issues are identified, temporary weight restrictions are put in place until repairs can be completed and the bridge structure returned to its original weight load capacity.

Question no: 1844

1844. Can TfNSW advise on the measures in place to ensure the safe coexistence of heavy vehicles and local traffic on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it works with the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

Question no: 1845

1845. Can TfNSW advise on the enforcement of rest periods for heavy vehicle drivers on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1828.

Question no: 1846

1846. Can TfNSW advise on the average speed of heavy vehicles on the Kamilaroi Highway?

Answer:

I am advised:

In NSW the maximum speed limit for a vehicle more than 4.5 tonnes Gross Vehicle Mass (GVM) is 100 km/h. For certain road conditions, such as sharp bends, steep descents and winding roads, special speed limit signs may be posted for heavy vehicles.

Drivers of heavy vehicles are required to obey all signposted speed limits, and penalties on drivers failing to comply with speed limits includes demerit points, licence suspension, cancellation or disqualification and fines.

Question no: 1847

1847. Can TfNSW advise on the environmental impact assessments conducted concerning heavy vehicle emissions on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the NSW Environmental Protection Authority.

Question no: 1848

1848. Can TfNSW advise on the role of the Kamilaroi Highway in the national heavy vehicle freight strategy?

Answer:

I am advised:

Yes, Transport for NSW advises that the Kamilaroi Highway provides an east-west connection between the Mitchell Highway in Bourke, with the Newell Highway in Narrabri and continues in a south-easterly direction via Gunnedah and Quirindi. The Kamilaroi Highway provides an integral role in moving commodities such as grain, barley, wheat, cotton, fuel and steel.

Question no: 1849

1849. Can TfNSW advise on the strategies to manage the impact of heavy vehicles during peak tourism seasons on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that localised campaigns are conducted during peak tourism seasons to promote road safety and awareness of additional traffic. Information around journey planning is publicly available on the NSW Government website.

Question no: 1850

1850. Can TfNSW advise on the number of rest areas available for heavy vehicle operators on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about heavy vehicle rest areas is available on its website.

Question no: 1851

1851. Can TfNSW advise on the statistics for heavy vehicle accidents on the Kamilaroi Highway in the last five years?

Answer:

I am advised:

Yes, Transport for NSW advises in the five years to 2022, there were 20 crashes involving heavy vehicles on the Kamilaroi Highway.

Question no: 1852

1852. Can TfNSW advise on the provisions for alternative routes for heavy vehicles during emergencies on the Kamilaroi Highway?

Answer:

I am advised:

NSW advises that NSW emergency service are responsible for emergency incident responses. Transport for NSW supports emergency services, such as NSW Police, NSW Ambulance and Fire and Rescue NSW with traffic management and recovery, including Transport for NSW network operations staff implementing detour routes in the event of the highway being closed.

In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

Live Traffic NSW can also indicate restricted access for combinations and mass limits if available, and advice when heavy vehicles must park. All diversions and alternative routes are considered with safety at the forefront of decision making.

Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible. During a defined emergency, the Transport Services Functional Area coordinates response and recovery across Transport for NSW to effectively support the lead Combat Agency.

Question no: 1853

1853. Can TfNSW advise on the coordination with local law enforcement for heavy vehicle safety on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it works closely with NSW Police regarding all traffic on State roads.

Transport for NSW regularly meets with local area enforcement agencies and other key stakeholders to work on initiatives to improve safety, reduce congestion and tackle community concerns.

Question no: 1854

1854. Can TfNSW advise on the trends in heavy vehicle types, such as the increase in B-doubles or road trains, on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1836.

Question no: 1855

1855. Can TfNSW advise on the data collected from weigh-in-motion devices on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there are no weigh-in-motion facilities along the Kamilaroi Highway.

Question no: 1856

1856. Can TfNSW advise on the impact of heavy vehicle traffic on local wildlife and measures taken to mitigate this on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about vehicles and wildlife strikes is available on the Transport for NSW and Department of Planning and Environment websites.

Question no: 1857

1857. Can TfNSW advise on the public consultation process for planned upgrades affecting heavy vehicle traffic on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW works closely with local businesses and communities in relation to all planned/unplanned road work and/or as part of road infrastructure projects.

Transport for NSW also works with the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

Question no: 1858

1858. Can TfNSW advise on the support services provided to heavy vehicle drivers along the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on the Transport for NSW website.

Question no: 1859

1859. Can TfNSW advise on the comparison of freight efficiency on the Kamilaroi Highway to other major freight corridors?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form.

Question no: 1860

1860. Can TfNSW advise on the initiatives to promote road sharing awareness between heavy vehicles and passenger vehicles on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it works with the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

Question no: 1861

1861. Can TfNSW advise on the presence of dedicated lanes for heavy vehicles on certain stretches of the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there are no dedicated lanes for heavy vehicles along the Kamilaroi Highway.

Question no: 1862

1862. Can TfNSW advise on the planning for future rest stop facilities for heavy vehicles on the Kamilaroi Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Heavy Vehicle Rest Stop Improvement Program aims to plan and prepare for new heavy vehicle rest stop opportunities and potential improvements to existing rest stops.

The program includes a comprehensive audit of the state road network and the existing and potential provision of heavy vehicle rest stops against the Austroads Guidelines.

Following consultation in 2023, the Heavy Vehicle Rest Stop Engagement Report was published and provides a summary of themes arising from engagement and consultation with industry, and is available on the NSW Government website.

Question no: 1863

1863. Can TfNSW advise on the number of heavy vehicle-related road closures on the Kamilaroi Highway in recent years?

Answer:

I am advised:

Yes, Transport for NSW advises it deploys staff across NSW to assist with various traffic incidents, including breakdowns.

When notified, Transport for NSW resources and delivery partners provide traffic management services and assist with recovery, with the aim to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 1864

1864. Can TfNSW advise on the current average daily number of heavy vehicles on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1865

1865. Can TfNSW advise on the projected increase in heavy vehicle traffic on the Sturt Highway over the next decade?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form.

Question no: 1866

1866. Can TfNSW advise on the percentage of heavy vehicles that are at full load capacity on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for heavy vehicle operators.

Question no: 1867

1867. Can TfNSW advise on the main types of goods transported by heavy vehicles on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool, the top five commodities are grain wheat, unleaded fuel, grains, limestone and bottles.

Question no: 1868

1868. Can TfNSW advise on the average load mass for heavy vehicles on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool, the estimated average per trailer is 18.1 tonnes.

Question no: 1869

1869. Can TfNSW advise on the seasonal variations in heavy vehicle traffic on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool, the seasonal variation on the Sturt Highway ranges from 58,800 trailers in winter to 75,600 trailers in spring.

Question no: 1870

1870. Can TfNSW advise on the impact of heavy vehicle traffic on road maintenance costs for the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicles impact all roads and their maintenance. The impact is dependent on the vehicle type and load, pavement type, underlying geology, weather and traffic.

Question no: 1871

1871. Can TfNSW advise on the safety record for heavy vehicles on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, there were 18 crashes on Sturt Highway involving heavy vehicles.

Question no: 1872

1872. Can TfNSW advise on the frequency of heavy vehicle inspections conducted on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1873

1873. Can TfNSW advise on the compliance rate with load mass regulations among heavy vehicles on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1872.

Question no: 1874

1874. Can TfNSW advise on the rate of heavy vehicle accidents on the Sturt Highway compared to other highways?

Answer:

I am advised:

Yes, Transport for NSW advises it works with the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

NSW crash statistics are publicly available on the Transport for NSW website.

Question no: 1875

1875. Can TfNSW advise on the measures in place to manage heavy vehicle traffic during peak periods on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that all road users have access to Live Traffic NSW information about incidents that can cause congestion or delays on the network. In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

Live Traffic NSW can also indicate restricted access for combinations and mass limits if available, and advice when heavy vehicles must park. All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 1876

1876. Can TfNSW advise on the effectiveness of current rest areas for heavy vehicle operators on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Heavy Vehicle Rest Stop Improvement Program aims to plan and prepare for new heavy vehicle rest stop opportunities and potential improvements to existing rest stops.

The program includes a comprehensive audit of the state road network and the existing and potential provision of heavy vehicle rest stops against the Austroads Guidelines.

Following consultation in 2023, the Heavy Vehicle Rest Stop Engagement Report was published and provides a summary of themes arising from engagement and consultation with industry, and is available on the NSW Government website.

Question no: 1877

1877. Can TfNSW advise on the prevalence of oversized heavy vehicles on the Sturt Highway and how they are managed?

Answer:

I am advised:

Yes, Transport for NSW advises that information on the management of oversized heavy vehicles is available on its website.

Question no: 1878

1878. Can TfNSW advise on the enforcement of heavy vehicle emission standards on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1872.

Question no: 1879

1879. Can TfNSW advise on the plans to upgrade infrastructure on the Sturt Highway to accommodate heavy vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises the Sturt Highway can already accommodate heavy vehicles and any new projects on the Sturt Highway would ensure they are suitable for current and future heavy vehicle usage.

Question no: 1880

1880. Can TfNSW advise on the strategies to mitigate the environmental impact of heavy vehicles on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it is committed to a safe and sustainable transport system for the whole state. This means all transport infrastructure takes into account economic, environmental, health, community and social factors.

Transport for NSW also considers environmental factors in development of road upgrade projects.

Question no: 1881

1881. Can TfNSW advise on the economic contribution of heavy vehicle freight on the Sturt Highway to the local economy?

Answer:

I am advised:

Yes, Transport for NSW advises the freight task includes contributions to local economic development including supporting local business operations and the provision of jobs, infrastructure and delivery of goods for retail operators, such as fuel and consumables.

Question no: 1882

1882. Can TfNSW advise on the current limitations in heavy vehicle transport capacity on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is available on its website.

Question no: 1883

1883. Can TfNSW advise on the protocols for hazardous material transport by heavy vehicles on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the Environment Protection Authority and SafeWork NSW.

Question no: 1884

1884. Can TfNSW advise on the impact of heavy vehicle traffic on local communities along the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW works with local government, businesses and communities as well as the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

Question no: 1885

1885. Can TfNSW advise on the role of the Sturt Highway in the national freight network?

Answer:

I am advised:

Yes, Transport for NSW advises that the Sturt Highway is a key route connecting NSW to South Australia, through Victoria supports the movement of commodities such as grain, wheat fuel, limestone.

Question no: 1886

1886. Can TfNSW advise on the coordination with neighbouring states for managing interstate heavy vehicle traffic on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it engages with other jurisdictions on heavy vehicle matters, including via national forums, and deals with operational incidents on a case by case basis.

Question no: 1887

1887. Can TfNSW advise on the trends in heavy vehicle traffic volume on the Sturt Highway over the past five years?

Answer:

I am advised:

Yes, Transport for NSW refers to the response to Supplementary Question 1864.

Question no: 1888

1888. Can TfNSW advise on the forecasted changes in types of goods transported by heavy vehicles due to economic shifts?

Answer:

I am advised:

Yes, Transport for NSW advises that based on its strategic analysis and modelling, minor change is forecast with regard to the types of goods transported by heavy vehicles along the Sturt Highway over the coming decades.

This is due to no expected major economic shifts in the Riverina area as this area is underpinned by growth in a broad base of agricultural commodities (grain, oilseeds, grapes and wine, forestry). These commodities are very mature and tend to grow on a steady business as usual basis (i.e. stable low growth over the long term).

Question no: 1889

1889. Can TfNSW advise on the average fuel consumption of heavy vehicles on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for heavy vehicle operators.

Question no: 1890

1890. Can TfNSW advise on the impact of technological advancements in heavy vehicles on the Sturt Highway operations?

Answer:

I am advised:

Yes, Transport for NSW advises information about safety features and technologies for heavy vehicles is available on its website.

Question no: 1891

1891. Can TfNSW advise on the training and licensing requirements for heavy vehicle drivers on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicle driver training for licences is assessed through the Heavy Vehicle Competency Based Assessment.

Question no: 1892

1892. Can TfNSW advise on the impact of border controls (if any) on heavy vehicle transit times on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the Department of Primary Industries.

Question no: 1893

1893. Can TfNSW advise on the involvement of rail freight in reducing heavy vehicle numbers on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is outlined in the NSW Freight and Ports Plan.

Question no: 1894

1894. Can TfNSW advise on the use of alternative fuels in heavy vehicles on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for heavy vehicle operators.

Question no: 1895

1895. Can TfNSW advise on the initiatives to encourage the use of more efficient heavy vehicles on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Heavy Vehicle Access Policy Framework is available on the Transport for NSW website.

Question no: 1896

1896. Can TfNSW advise on the correlation between heavy vehicle traffic and road surface degradation on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicles impact all roads and their maintenance. The impact is dependent on the vehicle type and load, pavement type, underlying geology, weather and traffic.

Question no: 1897

1897. Can TfNSW advise on the seasonal impact on agricultural goods transport by heavy vehicles on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there is a 28 per cent increase in trailers moved between winter and spring.

Question no: 1898

1898. Can TfNSW advise on the current average speed of heavy vehicles on the Sturt Highway?

Answer:

I am advised:

In NSW the maximum speed limit for a vehicle more than 4.5 tonnes Gross Vehicle Mass (GVM) is 100 km/h. For certain road conditions, such as sharp bends, steep descents and winding roads, special speed limit signs may be posted for heavy vehicles.

Drivers of heavy vehicles are required to obey all signposted speed limits, and penalties on drivers failing to comply with speed limits includes demerit points, licence suspension, cancellation or disqualification and fines.

Question no: 1899

1899. Can TfNSW advise on the measures to prevent heavy vehicle overloading on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1872.

Question no: 1900

1900. Can TfNSW advise on the most common violations committed by heavy vehicle drivers on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for Revenue NSW.

Question no: 1901

1901. Can TfNSW advise on the procedures for emergency situations involving heavy vehicles on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW emergency service are responsible for emergency incident responses. Transport for NSW supports emergency services, such as NSW Police, NSW Ambulance and Fire and Rescue NSW with traffic management and recovery.

Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible. During a defined emergency, the Transport Services Functional Area coordinates response and recovery across Transport for NSW to effectively support the lead Combat Agency.

Question no: 1902

1902. Can TfNSW advise on the partnerships with heavy vehicle manufacturers to improve safety on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it collaborates the National Heavy Vehicle Regulator and industry to understand their requirements to improve safety on the highway.

Transport for NSW advises it supports industry decisions in selecting vehicles that provide safe, sustainable outcomes and enable productivity to be realised.

Question no: 1903

1903. Can TfNSW advise on the impact of the Sturt Highway heavy vehicle traffic on nearby wildlife and ecosystems?

Answer:

I am advised:

Yes, Transport for NSW advises information about vehicles and wildlife strikes is available on the Transport for NSW and Department of Planning and Environment websites.

Question no: 1904

1904. Can TfNSW advise on the average downtime for heavy vehicles due to maintenance on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that the frequency of roadworks varies greatly along the Sturt Highway.

Transport for NSW resources and delivery partners aim to restore the road network as quickly as possible.

Question no: 1905

1905. Can TfNSW advise on the challenges faced in heavy vehicle logistics on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there may pavement damage and speed limit reductions in sections of the highway.

Transport for NSW also carries out Customer Satisfaction Surveys of heavy vehicle drivers twice a year and regularly engages with peak NSW road freight industry bodies.

Question no: 1906

1906. Can TfNSW advise on the role of technology in monitoring and managing heavy vehicle traffic on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there are a variety of cameras installed across the State road network which are generally used for monitoring traffic and taking actions to improve traffic flow by the Transport Management Centre and Regional Transport Operations Centre.

Question no: 1907

1907. Can TfNSW advise on the percentage of heavy vehicles using the Sturt Highway for long-haul vs short-haul trips?

Answer:

I am advised:

Yes, Transport for NSW advises the percentage of vehicles doing long-haul vs. short haul trips varies.

Question no: 1908

1908. Can TfNSW advise on the impact of weather conditions on heavy vehicle traffic flow on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises weather conditions across NSW can change quickly and the Bureau of Meteorology provides advice and information around these matters. All motorists, including heavy vehicle drivers, are encouraged to ensure they plan their travel and check Live Traffic NSW for the latest information about road works, incidents, bridge load limits and closures.

During certain weather events experienced in NSW, Transport for NSW may communicate with industry on diversions and alternative routes to enable appropriate journey planning as some diversions may be required.

Question no: 1909

1909. Can TfNSW advise on the strategies for traffic incident management involving heavy vehicles on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1901.

Question no: 1910

1910. Can TfNSW advise on the support services available to heavy vehicle operators on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1911

1911. Can TfNSW advise on the distribution of load mass across different categories of heavy vehicles on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1872.

Question no: 1912

1912. Can TfNSW advise on the availability of weigh bridges and their usage by heavy vehicles on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1872.

Question no: 1913

1913. Can TfNSW advise on the impact of public holidays on heavy vehicle traffic on the Sturt Highway?

Answer:

I am advised:

Transport for NSW advises information about public holidays and journey planning is available on the NSW Government website.

Question no: 1914

1914. Can TfNSW advise on the coordination with local law enforcement regarding heavy vehicle regulation on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it works closely with NSW Police regarding all traffic on State roads.

Transport for NSW regularly meets with local area enforcement agencies and other key stakeholders to work on initiatives to improve safety, reduce congestion and tackle community concerns.

Question no: 1915

1915. Can TfNSW advise on the challenges of nighttime heavy vehicle operations on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it is not aware of any night time issues affecting heavy vehicle drivers on the Sturt Highway but all heavy vehicle drivers have a responsibility to be aware of night time driving conditions including fatigue, appropriate rest breaks and the potential for wildlife strikes.

Question no: 1916

1916. Can TfNSW advise on the initiatives in place to reduce heavy vehicle-related noise pollution on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it views road traffic noise as an important environmental issue and addresses road traffic noise through various approaches, including:

- carrying out assessments of road traffic noise for road projects and applying all feasible and reasonable noise mitigation measures to avoid or minimise noise, where noise exceeds criteria in the NSW Road Noise Policy
- administering the Noise Abatement Program to provide noise mitigation to locations where road traffic noise is high and no road development is taking place.

Transport for NSW also completes periodic inspection of heavy vehicles at testing stations to ensure silencers and emission systems are fitted and maintained. Inspections are also carried out during yearly or half yearly vehicles registration.

Further information is publicly available on the Transport for NSW website.

Question no: 1917

1917. Can TfNSW advise on the data collection methods for heavy vehicle traffic on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that traffic volume information, for all road users, is collected via permanent and sample roadside traffic collection devices.

Question no: 1918

1918. Can TfNSW advise on the comparison of heavy vehicle traffic on the Sturt Highway with other similar highways?

Answer:

I am advised:

Yes, Transport for NSW refers to the response to Supplementary Question 1864.

Question no: 1919

1919. Can TfNSW advise on the specific regulations for livestock transport by heavy vehicles on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for NSW Local Land Services.

Question no: 1920

1920. Can TfNSW advise on the impact of heavy vehicle traffic on bridge structures along the Sturt Highway?

Answer:

I am advised:

Transport for NSW advises that heavy vehicles impact all roads and regular inspections are carried out on all bridge structures. If any issues are identified, temporary weight restrictions are put in place until repairs can be completed and the bridge structure returned to its original weight load capacity.

Question no: 1921

1921. Can TfNSW advise on the advancements in heavy vehicle design affecting traffic on the Sturt Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about safety features and technologies for heavy vehicles is available on its website.

Question no: 1922

1922. Can TfNSW advise on the current average daily number of heavy vehicles on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1923

1923. Can TfNSW advise on the projected increase in heavy vehicle traffic on the Oxley Highway over the next five years?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form.

Question no: 1924

1924. Can TfNSW advise on the typical load mass for heavy vehicles traveling on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool, the estimated average is 17.3 tonnes per trailer.

Question no: 1925

1925. Can TfNSW advise on the maximum legal load mass for heavy vehicles on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1926

1926. Can TfNSW advise on the percentage of heavy vehicles that are at full capacity on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for heavy vehicle operators.

Question no: 1927

1927. Can TfNSW advise on the most common types of goods transported by heavy vehicles on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool, the top five commodities are wheat, unleaded and diesel fuels, steel and household goods.

Question no: 1928

1928. Can TfNSW advise on the current trends in heavy vehicle freight data on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that Traffic Volume Viewer data suggests the growth rate in heavy vehicle traffic volumes between 2019 and 2023 was 25.7 per cent.

Question no: 1929

1929. Can TfNSW advise on how load mass varies by the type of heavy vehicle on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool, the estimated average is 17.3 tonnes per trailer, with the top five commodities being wheat (27 tonnes per trailer), unleaded fuel (25 tonnes per trailer), steel (25 tonnes per trailer), diesel fuel (25 tonnes per trailer) and general household goods (13 tonnes per trailer).

Question no: 1930

1930. Can TfNSW advise on any seasonal variations in heavy vehicle traffic on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, according to the CSIRO Transit Tool, the seasonal variation on the Oxley Highway ranges from 50,200 trailers in summer to 58,000 trailers in autumn.

Question no: 1931

1931. Can TfNSW advise on the impact of heavy vehicle traffic on road maintenance for the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicles impact all roads and their maintenance. The impact is dependent on the vehicle type and load, pavement type, underlying geology, weather and traffic.

Question no: 1932

1932. Can TfNSW advise on the average journey length for heavy vehicles on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1926.

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Question no: 1933

1933. Can TfNSW advise on the proportion of interstate vs. intrastate heavy vehicles on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the proportion of interstate vs. intrastate heavy vehicles varies.

Question no: 1934

1934. Can TfNSW advise on the data collection methods used for gathering heavy vehicle freight data on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that traffic volume information, for all road users, is collected via permanent and sample roadside traffic collection devices.

Question no: 1935

1935. Can TfNSW advise on any plans to upgrade the Oxley Highway to accommodate future heavy vehicle traffic?

Answer:

I am advised:

Yes, Transport for NSW can advise there are no plans in the next 12 months for implementation of any projects targeting heavy vehicles on the Oxley Highway.

Question no: 1936

1936. Can TfNSW advise on the enforcement of load mass regulations for heavy vehicles on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1937

1937. Can TfNSW advise on the frequency of heavy vehicle inspections on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1936.

Question no: 1938

1938. Can TfNSW advise on the incidence of overloading among heavy vehicles on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1936.

Question no: 1939

1939. Can TfNSW advise on the contribution of heavy vehicle traffic to local economies along the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the freight task includes contributions to local economic development including supporting local business operations and the provision of jobs, infrastructure and delivery of goods for retail operators, such as fuel and consumables.

Question no: 1940

1940. Can TfNSW advise on any specific restrictions for heavy vehicles on certain sections of the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1941

1941. Can TfNSW advise on the percentage of heavy vehicles using alternative routes to the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1932.

Question no: 1942

1942. Can TfNSW advise on the average speed of heavy vehicles on the Oxley Highway?

Answer:

I am advised:

In NSW the maximum speed limit for a vehicle more than 4.5 tonnes Gross Vehicle Mass (GVM) is 100 km/h. For certain road conditions, such as sharp bends, steep descents and winding roads, special speed limit signs may be posted for heavy vehicles.

Drivers of heavy vehicles are required to obey all signposted speed limits, and penalties on drivers failing to comply with speed limits includes demerit points, licence suspension, cancellation or disqualification and fines.

Question no: 1943

1943. Can TfNSW advise on how heavy vehicle traffic on the Oxley Highway compares to other major highways?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1922.

Question no: 1944

1944. Can TfNSW advise on the safety record for heavy vehicles on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, in 2022, there have been four crashes involving heavy vehicles on the Oxley Highway.

Question no: 1945

1945. Can TfNSW advise on the strategies in place to manage heavy vehicle traffic during peak hours on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that all road users have access to Live Traffic NSW information about incidents that can cause congestion or delays on the network. In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

Live Traffic NSW can also indicate restricted access for combinations and mass limits if available, and advice when heavy vehicles must park. All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 1946

1946. Can TfNSW advise on the average fuel consumption for heavy vehicles on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1926.

Question no: 1947

1947. Can TfNSW advise on the rate of emissions from heavy vehicles on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Towards Net Zero Emissions Freight Policy is publicly available on its website.

Question no: 1948

1948. Can TfNSW advise on the role of the Oxley Highway in the national freight network?

Answer:

I am advised:

Yes, Transport for NSW advises that the Oxley Highway stretches 514 kilometres, starting on the mid north coast of NSW at Port Macquarie and extending west to connect with the inland centres of Tamworth, Gunnedah, Coonabarabran, Gilgandra and Warren, moves commodities such as wheat, fuel and steel.

Question no: 1949

1949. Can TfNSW advise on any technological advancements being used to monitor heavy vehicle traffic on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about safety features and technologies for heavy vehicles is available on its website.

Question no: 1950

1950. Can TfNSW advise on how the Oxley Highway is being prepared for future logistics and transportation challenges?

Answer:

I am advised:

Yes, Transport for NSW is working with Port Macquarie-Hastings Council in planning for upgrades to the Oxley Highway to accommodate future growth.

This includes upgrades to the Oxley-Pacific Highway interchange which will address existing congestion and future growth, as well as developing options for the Lakes Road and Wrights Road intersections to accommodate growth around the health and education precinct.

Question no: 1951

1951. Can TfNSW advise on the most frequent destinations of heavy vehicles traveling on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1926.

Question no: 1952

1952. Can TfNSW advise on the training requirements for heavy vehicle drivers on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicle driver training for licences is assessed through the Heavy Vehicle Competency Based Assessment.

Question no: 1953

1953. Can TfNSW advise on the measures in place to mitigate the impact of heavy vehicles on the environment along the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Towards Net Zero Emissions Freight Policy is publicly available on its website.

Question no: 1954

1954. Can TfNSW advise on any partnerships with local industries to manage heavy vehicle traffic on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it actively engages with industry in a variety of ways including forums, stakeholder engagement, information sharing, access, and seeks to understand how the State road network can best support the freight task both now and into the future.

Transport for NSW also partners with local councils, transport companies, and other jurisdictions and government agencies to support freight outcomes.

Question no: 1955

1955. Can TfNSW advise on how heavy vehicle accidents on the Oxley Highway are documented and analysed?

Answer:

I am advised:

Yes, Transport for NSW advises, like any other crashes, heavy vehicle crashes are documented and reported by NSW Police to Transport for NSW.

Once they have been reported by NSW Police to Transport for NSW, this information is maintained in a crash database for analysis.

Question no: 1956

1956. Can TfNSW advise on any collaborative efforts with other states to regulate heavy vehicle traffic on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it engages with other jurisdictions on heavy vehicle matters, including via national forums, and deals with operational incidents on a case by case basis.

Question no: 1957

1957. Can TfNSW advise on the frequency of roadwork due to heavy vehicle use on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the frequency of roadworks varies along the Oxley Highway.

Question no: 1958

1958. Can TfNSW advise on the volume of hazardous materials transported by heavy vehicles on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the NSW Environment Protection Authority and SafeWork NSW.

Question no: 1959

1959. 38. Can TfNSW advise on the economic impact of heavy vehicle traffic restrictions on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises movement of heavy vehicles, including any restrictions, is managed in accordance with the Heavy Vehicle Access Policy Framework, which is available on its website.

Question no: 1960

1960. Can TfNSW advise on any specific times of day when heavy vehicle traffic is at its peak on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the transport traffic volume viewer data suggests 2pm, as recorded at Gunnedah, is a peak travel time.

Question no: 1961

1961. Can TfNSW advise on the involvement of heavy vehicles in traffic congestion on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises congestion may occur for various factors, including traffic peaks and incidents which may or may not involve heavy vehicles.

All road users have access to Live Traffic NSW information about incidents that can cause congestion or delays on the network. In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

All diversions and alternative routes are considered with safety at the forefront of decision making.

Further information around traffic volumes is publicly available on the Transport for NSW website.

Question no: 1962

1962. Can TfNSW advise on the percentage of heavy vehicles that are owner-operated versus company-owned on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1926.

Question no: 1963

1963. Can TfNSW advise on the number of rest areas available for heavy vehicle drivers on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about heavy vehicle rest areas is available on its website.

Question no: 1964

1964. Can TfNSW advise on the correlation between heavy vehicle traffic and road wear on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicles impact all roads and their maintenance. The impact is dependent on the vehicle type and load, pavement type, underlying geology, weather and traffic.

Question no: 1965

1965. Can TfNSW advise on any initiatives to improve the efficiency of heavy vehicle transport on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that access to the road network for higher productivity vehicles improves safety, sustainability and productivity and reduces the number of truck trips required for the freight task.

Question no: 1966

1966. Can TfNSW advise on the availability of real-time traffic data for heavy vehicles on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there is no real-time tracking of heavy vehicles on the Oxley Highway.

Question no: 1967

1967. Can TfNSW advise on how often heavy vehicle traffic data on the Oxley Highway is updated and published?

Answer:

I am advised:

Yes, Transport for NSW advises the transport traffic volume viewer data collection facility for the Oxley Highway at Gunnedah collects data hourly and is regularly published to the Traffic Volume Viewer on its website.

Question no: 1968

1968. Can TfNSW advise on any planned expansions of the Oxley Highway to support the growing heavy vehicle traffic?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1935.

Question no: 1969

1969. Can TfNSW advise on the effectiveness of current heavy vehicle traffic management strategies on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it has traffic monitoring CCTV installed at key intersections along the Oxley Highway. This enables effective live traffic monitoring during periods of disruption.

All road users have access to Live Traffic NSW information about incidents that can cause congestion or delays on the network. In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 1970

1970. Can TfNSW advise on the average downtime for heavy vehicles due to traffic conditions on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the frequency of roadworks varies greatly along the Oxley Highway.

Transport for NSW resources and delivery partners aim to restore the road network as quickly as possible.

Question no: 1971

1971. Can TfNSW advise on any special provisions for oversized or overweight heavy vehicles on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that from Kangaroo Flat Road to Ralfes Creek Bridge, if heavy vehicle dimensions exceed 2.5 metres in width and/or 19 metres in length, a Class 1 permit is required, a minimum of one pilot is required and the operator must contact NSW Police for additional escort requirements.

Question no: 1972

1972. Can TfNSW advise on the support services available for heavy vehicle operators on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 1973

1973. Can TfNSW advise on the impact of heavy vehicles on bridges and overpasses on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that heavy vehicles impact all roads and regular inspections are carried out on all bridge structures. If any issues are identified, temporary weight restrictions are put in place until repairs can be completed and the bridge structure returned to its original weight load capacity.

Question no: 1974

1974. Can TfNSW advise on the protocols for heavy vehicle breakdowns on the Oxley Highway?

Answer:

I am advised:

Transport for NSW deploys staff across NSW to assist with various traffic incidents, including breakdowns.

When notified, Transport for NSW resources and delivery partners provide traffic management services and assist with recovery, with the aim to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 1975

1975. Can TfNSW advise on the most common maintenance issues for heavy vehicles on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1926.

Question no: 1976

1976. Can TfNSW advise on the measures to ensure the safety of other road users from heavy vehicle traffic on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that information on road safety campaigns and programs aimed at heavy vehicle drivers and about heavy vehicles is available on its website.

The National Heavy Vehicle Regulator also runs road safety campaigns targeting heavy vehicles.

Question no: 1977

1977. Can TfNSW advise on the impact of heavy vehicle noise on communities along the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it views road traffic noise as an important environmental issue and addresses road traffic noise through various approaches, including:

- carrying out assessments of road traffic noise for road projects and applying all feasible and reasonable noise mitigation measures to avoid or minimise noise, where noise exceeds criteria in the NSW Road Noise Policy
- administering the Noise Abatement Program to provide noise mitigation to locations where road traffic noise is high and no road development is taking place.

Transport for NSW also completes periodic inspection of heavy vehicles at testing stations to ensure silencers and emission systems are fitted and maintained. Inspections are also carried out during yearly or half yearly vehicles registration.

Further information is publicly available on the Transport for NSW website.

Question no: 1978

1978. Can TfNSW advise on any incentives for heavy vehicle operators to use less congested routes than the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW highways provide the most efficient routes to connect people to places, including supporting the freight task, to enable the movement of goods in a safe, productive and sustainable way.

All road users have access to Live Traffic NSW information about incidents that can cause congestion or delays on the network. In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 1979

1979. Can TfNSW advise on the coordination with local law enforcement for monitoring heavy vehicle traffic on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW works closely with NSW Police regarding all traffic on NSW Roads. Transport for NSW meets regularly with local area enforcement and other key stakeholders to work on initiatives to improve safety, reduce congestion and tackle community concerns.

Question no: 1980

1980. Can TfNSW advise on the average cost of freight transport per kilometre for heavy vehicles on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1926.

Question no: 1981

1981. Can TfNSW advise on the impact of heavy vehicle traffic on the quality of life for residents near the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it works with local government, businesses and communities as well as the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

Question no: 1982

1982. Can TfNSW advise on any technology being used to track the weight of loads on heavy vehicles on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1936.

Question no: 1983

1983. Can TfNSW advise on how the Oxley Highway is integrated into the overall freight strategy for the region?

Answer:

I am advised:

Yes, Transport for NSW advises that the Oxley Highway serves the movement of freight between regional centres along the corridor and to the wider transport network including the Newell, New England and Pacific highways as well as other transport modal facilities such as rail.

Planning for the network and projects take into consideration a range of data as well as information provided by the community and key stakeholders during engagement and consultation processes.

Further information is publicly available on the Transport for NSW website.

Question no: 1984

1984. Can TfNSW advise on the availability of alternative transport modes for goods currently moved by heavy vehicles on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the NSW Freight and Ports Plan is available on the Transport for NSW website.

Question no: 1985

1985. Can TfNSW advise on the impact of road grades on heavy vehicle fuel consumption on the Oxley Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1926.

Question no: 1986

1986. Can TfNSW advise on the current average daily number of heavy vehicles on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises traffic volume information is available on its website.

Question no: 1987

1987. Can TfNSW advise on the projected increase in heavy vehicle traffic on the Bruxner Highway over the next decade?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form.

Question no: 1988

1988. Can TfNSW advise on the predominant types of goods transported by heavy vehicles on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that in accordance with the CSIRO Transit Tool, the top five commodities are sugarcane, large and small cattle, harvested hardwood, unleaded fuel.

Question no: 1989

1989. Can TfNSW advise on the percentage of heavy vehicles on the Bruxner Highway that are transporting hazardous materials?

Answer:

I am advised:

Yes, Transport for NSW advises that, in accordance with the CSIRO Transit Tool, it is estimated at 11.4 per cent.

Question no: 1990

1990. Can TfNSW advise on the average load mass for heavy vehicles on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that, in accordance with the CSIRO Transit Tool, the average load mass is estimated at 20.6 tonnes per trailer.

Question no: 1991

1991. Can TfNSW advise on the maximum load capacity allowed for heavy vehicles on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is available on its website.

Question no: 1992

1992. Can TfNSW advise on any seasonal variations in heavy vehicle traffic on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it is aware of seasonal variations and implements temporary messaging where appropriate. The CSIRO Transit Tool data indicates that seasonal variations on the Bruxner Highway range from 5,340 trailers in summer to 6,720 trailers in winter.

Question no: 1993

1993. Can TfNSW advise on the impact of heavy vehicle traffic on the Bruxner Highway's maintenance schedule?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicles impact all roads and their maintenance. The impact is dependent on the vehicle type and load, pavement type, underlying geology, weather and traffic.

Question no: 1994

1994. Can TfNSW advise on the frequency of heavy vehicle inspections on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 1995

1995. Can TfNSW advise on the number of heavy vehicle accidents on the Bruxner Highway in the past year?

Answer:

I am advised:

Yes, Transport for NSW advises that, in 2022, there were six crashes on the Bruxner Highway involving heavy vehicles.

Question no: 1996

1996. Can TfNSW advise on the current policies in place to manage heavy vehicle traffic on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about the Heavy Vehicle Access Policy Framework is available on its website.

Question no: 1997

1997. Can TfNSW advise on the enforcement of load mass regulations for heavy vehicles on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1994.

Question no: 1998

1998. Can TfNSW advise on the current trends in heavy vehicle freight growth on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form.

Question no: 1999

1999. Can TfNSW advise on the contribution of heavy vehicle traffic to wear and tear on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicles impact all roads and their maintenance. The impact is dependent on the vehicle type and load, pavement type, underlying geology, weather and traffic.

Question no: 2000

2000. Can TfNSW advise on the procedures for heavy vehicles to report over-mass loads on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1994.

Question no: 2001

2001. Can TfNSW advise on the strategies in place for managing oversize heavy vehicles on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is available on its website.

Question no: 2002

2002. Can TfNSW advise on the compliance rates for heavy vehicle load regulations on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1994.

Question no: 2003

2003. Can TfNSW advise on the number of heavy vehicle compliance checks conducted on the Bruxner Highway last quarter?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1994.

Question no: 2004

2004. Can TfNSW advise on the average turnaround time for heavy vehicles at weigh stations on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1994.

Question no: 2005

2005. Can TfNSW advise on the role of technology in monitoring heavy vehicle traffic on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about safety features and technologies for heavy vehicles is available on its website.

Question no: 2006

2006. Can TfNSW advise on the incidence of heavy vehicle speeding violations on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for Revenue NSW.

Question no: 2007

2007. Can TfNSW advise on the data collection methods for heavy vehicle traffic on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises traffic volume information, for all road users, is collected via permanent and sample roadside traffic collection devices.

Question no: 2008

2008. Can TfNSW advise on the plans to upgrade infrastructure to support heavy vehicle traffic on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there are no plans in the next 12 months for implementation of projects targeting heavy vehicles on the Bruxner Highway.

Question no: 2009

2009. Can TfNSW advise on the measures in place to ensure the safety of heavy vehicles on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it works with the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

Question no: 2010

2010. Can TfNSW advise on the economic impact of heavy vehicle traffic on the Bruxner Highway region?

Answer:

I am advised:

Yes, Transport for NSW advises the freight task includes contributions to local economic development including supporting local business operations and the provision of jobs, infrastructure and delivery of goods for retail operators, such as fuel and consumables.

Question no: 2011

2011. Can TfNSW advise on any dedicated lanes for heavy vehicles on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the NSW State road network includes overtaking lanes for all road users. The Bruxner Highway has a series of overtaking lanes along the alignment to allow safe and efficient overtaking opportunities for general traffic.

Question no: 2012

2012. Can TfNSW advise on the effectiveness of current rest areas for heavy vehicle drivers on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Heavy Vehicle Rest Stop Improvement Program aims to plan and prepare for new heavy vehicle rest stop opportunities and potential improvements to existing rest stops.

The program includes a comprehensive audit of the state road network and the existing and potential provision of heavy vehicle rest stops against the Austroads Guidelines.

Following consultation in 2023, the Heavy Vehicle Rest Stop Engagement Report was published and provides a summary of themes arising from engagement and consultation with industry, and is available on the NSW Government website.

Question no: 2013

2013. Can TfNSW advise on the efforts to reduce the carbon footprint of heavy vehicles on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Towards Net Zero Emissions Freight Policy is available on the Transport for NSW website.

Question no: 2014

2014. Can TfNSW advise on the coordination with local businesses affected by heavy vehicle traffic on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it leads engagement with local communities and stakeholders to ensure successful places and transport systems that enable economic activity.

Transport for NSW also works with the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

Question no: 2015

2015. Can TfNSW advise on the percentage of interstate vs. intrastate heavy vehicles on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the proportion of interstate vs. intrastate heavy vehicles varies.

Question no: 2016

2016. Can TfNSW advise on the training programs in place for heavy vehicle drivers operating on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that heavy vehicle driver training is managed through the Heavy Vehicle Competency Based Assessment.

Question no: 2017

2017. Can TfNSW advise on the peak hours for heavy vehicle traffic on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises traffic volume information is available on its website.

Question no: 2018

2018. Can TfNSW advise on the impact of heavy vehicle traffic on local wildlife along the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about vehicles and wildlife strikes is available on the Transport for NSW and Department of Planning and Environment websites.

Question no: 2019

2019. Can TfNSW advise on the initiatives to improve heavy vehicle efficiency on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that access to the road network for higher productivity vehicles improves safety, sustainability and productivity and reduces the number of truck trips required for the freight task.

Question no: 2020

2020. Can TfNSW advise on the partnerships with other agencies to manage heavy vehicle traffic on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that management of heavy vehicle traffic and access is a coordinated approach between Transport for NSW, local councils, the National Heavy Vehicle Regulator, heavy vehicle operators, and emergency services including NSW Police.

Question no: 2021

2021. Can TfNSW advise on the specific challenges faced by heavy vehicles on the Bruxner Highway's terrain?

Answer:

I am advised:

Yes, Transport for NSW advises that the Bruxner Highway is located east-west between Ballina and Boggabilla near the Queensland Border. The highway traverses the Great Dividing Range and as a result there are some steep grades with winding alignments. Due to the nature of the corridor, interactions with wildlife are likely along the route. There are sections of older road pavements which may be rougher to travel across for heavy vehicles.

The natural disaster events that have occurred have also affected the road condition, bridges and slopes along the route.

Question no: 2022

2022. Can TfNSW advise on the support services available for heavy vehicle drivers in case of breakdowns on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it deploys staff across NSW to assist with various traffic incidents, including breakdowns.

When notified, Transport for NSW resources and delivery partners provide traffic management services and assist with recovery, with the aim to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 2023

2023. 38. Can TfNSW advise on the statistics regarding heavy vehicle traffic flow and congestion on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises congestion may occur for various factors, including traffic peaks and incidents which may or may not involve heavy vehicles. All road users have access to LiveTraffic information about incidents that can cause congestion or delays on the network.

In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published. All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 2024

2024. Can TfNSW advise on the consultation process with the freight industry regarding Bruxner Highway use?

Answer:

I am advised:

Yes, Transport for NSW advises it regularly engages with the freight industry via a number of channels including the NSW Freight Transport Advisory Council which provides advice around the coordination and multi-modal planning, regulation, development and operation of freight transport, infrastructure and network services across NSW, including matters pertaining to the Bruxner Highway.

Question no: 2025

2025. Can TfNSW advise on the average fuel consumption for heavy vehicles on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for heavy vehicle operators.

Question no: 2026

2026. Can TfNSW advise on the feedback from heavy vehicle operators about the Bruxner Highway conditions?

Answer:

I am advised:

Yes, Transport for NSW advises that it carries out Customer Satisfaction Surveys of heavy vehicle drivers twice a year.

The results of the surveys are publicly available on the Transport for NSW website.

Question no: 2027

2027. TfNSW advise on the role of the Bruxner Highway in the national heavy vehicle freight network?

Answer:

I am advised:

Yes, Transport for NSW advises the Bruxner Highway is a part of the transport network that facilitates access to regional centres surrounding Lismore and is an east-west connection, crossing the Northern Tablelands.

Question no: 2028

2028. Can TfNSW advise on the historical data on heavy vehicle traffic volumes on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises traffic volume information is available on its website.

Question no: 2029

2029. Can TfNSW advise on the measures to handle emergency situations involving heavy vehicles on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW emergency service are responsible for emergency incident responses. Transport for NSW supports emergency services, such as NSW Police, NSW Ambulance and Fire and Rescue NSW with traffic management and recovery.

Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible. During a defined emergency, the Transport Services Functional Area coordinates response and recovery across Transport for NSW to effectively support the lead Combat Agency.

Question no: 2030

2030. Can TfNSW advise on the collaboration with local law enforcement for heavy vehicle traffic management on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it works closely with NSW Police regarding all traffic on State roads.

Transport for NSW regularly meets with local area enforcement agencies and other key stakeholders to work on initiatives to improve safety, reduce congestion and tackle community concerns.

Question no: 2031

2031. Can TfNSW advise on the average journey time for heavy vehicles on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2025.

Question no: 2032

2032. Can TfNSW advise on the impact of heavy vehicle traffic on the Bruxner Highway's bridges and overpasses?

Answer:

I am advised:

Yes, Transport for NSW advises that heavy vehicles impact all roads and regular inspections are carried out on all bridge structures. If any issues are identified, temporary weight restrictions are put in place until repairs can be completed and the bridge structure returned to its original weight load capacity.

Question no: 2033

2033. Can TfNSW advise on the involvement of the community in decisions about heavy vehicle use on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it works with local government, businesses and communities as well as the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

Question no: 2034

2034. Can TfNSW advise on the funding allocated for the development of heavy vehicle infrastructure on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2008.

Question no: 2035

2035. Can TfNSW advise on the use of the Bruxner Highway by heavy vehicles during peak agricultural seasons?

Answer:

I am advised:

Yes, Transport for NSW advises that, according to the CSIRO Transit Tool, there is an estimated increase of 25.8 per cent in freight movement during peak seasons.

Question no: 2036

2036. Can TfNSW advise on the role of the Bruxner Highway in the transportation of livestock by heavy vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for NSW Local Land Services.

Question no: 2037

2037. Can TfNSW advise on the frequency of roadworthiness checks for heavy vehicles on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1994.

Question no: 2038

2038. Can TfNSW advise on the technology used for tracking heavy vehicle traffic on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2005.

Question no: 2039

2039. Can TfNSW advise on the measures for reducing traffic noise from heavy vehicles for nearby residents of the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it views road traffic noise as an important environmental issue and addresses road traffic noise through various approaches, including:

- carrying out assessments of road traffic noise for road projects and applying all feasible and reasonable noise mitigation measures to avoid or minimise noise, where noise exceeds criteria in the NSW Road Noise Policy
- administering the Noise Abatement Program to provide noise mitigation to locations where road traffic noise is high and no road development is taking place.

Transport for NSW also completes periodic inspection of heavy vehicles at testing stations to ensure silencers and emission systems are fitted and maintained. Inspections are also carried out during yearly or half yearly vehicles registration.

Further information is publicly available on the Transport for NSW website.

Question no: 2040

2040. Can TfNSW advise on the frequency of heavy vehicle brake checks on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1994.

Question no: 2041

2041. Can TfNSW advise on the protocol for heavy vehicle breakdowns on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2022.

Question no: 2042

2042. Can TfNSW advise on the average speed of heavy vehicles on the Bruxner Highway compared to other major roads?

Answer:

I am advised:

In NSW the maximum speed limit for a vehicle more than 4.5 tonnes Gross Vehicle Mass (GVM) is 100 km/h. For certain road conditions, such as sharp bends, steep descents and winding roads, special speed limit signs may be posted for heavy vehicles.

Drivers of heavy vehicles are required to obey all signposted speed limits, and penalties on drivers failing to comply with speed limits includes demerit points, licence suspension, cancellation or disqualification and fines.

Question no: 2043

2043. Can TfNSW advise on the presence of dedicated rest stops for heavy vehicle drivers on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 2044

2044. Can TfNSW advise on the number of heavy vehicle bypasses on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that there are no dedicated heavy vehicle bypasses on the NSW road network.

Heavy vehicle detours are in place to reduce heavy vehicle traffic through some town centres.

Question no: 2045

2045. Can TfNSW advise on the volume of agricultural goods transported by heavy vehicles on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that according to the CSIRO Transit Tool, agricultural commodities account for an estimated 47.8 per cent of all commodities transported along the Bruxner Highway.

Question no: 2046

2046. Can TfNSW advise on the procedures for heavy vehicles to obtain permits for oversized loads on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that heavy vehicle operators are required to submit an application through the National Heavy Vehicle Regulator portal.

Question no: 2047

2047. Can TfNSW advise on the initiatives to streamline heavy vehicle traffic during peak construction periods on the Bruxner Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that the traffic management plans are used to streamline traffic flow during construction periods, which consider heavy vehicle traffic.

Question no: 2048

2048. Can TfNSW advise on the current average daily number of heavy vehicles on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is available on its website.

Question no: 2049

2049. Can TfNSW advise on the projected increase in heavy vehicle traffic on the Princes Highway over the next five years?

Answer:

I am advised:

Yes, Transport for NSW advises that it does not hold this information in this form.

Question no: 2050

2050. Can TfNSW advise on the percentage of heavy vehicles on the Princes Highway carrying hazardous materials?

Answer:

I am advised:

Yes, Transport for NSW advises that according to CSIRO Transit Tool, hazardous materials account for an estimated 8.8 per cent of heavy vehicle volumes.

Question no: 2051

2051. Can TfNSW advise on the most common types of goods transported by heavy vehicles on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that according to the CSIRO Transit Tool, the top five commodities are concrete, gravel, sand, coal and household general items.

Question no: 2052

2052. Can TfNSW advise on the average load mass of heavy vehicles on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that the average load mass, according to the CSIRO Transit Tool is 16 tonnes per trailer.

Question no: 2053

2053. Can TfNSW advise on the annual growth rate of heavy vehicle traffic on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that according to transport traffic volume viewer data, the rate of heavy vehicles has decreased by 3.5 per cent since 2022.

Question no: 2054

2054. Can TfNSW advise on the impact of heavy vehicle traffic on Princes Highway maintenance costs?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicles impact all roads and their maintenance. The impact is dependent on the vehicle type and load, pavement type, underlying geology, weather and traffic.

Question no: 2055

2055. Can TfNSW advise on the percentage of interstate vs. intrastate heavy vehicles on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the proportion of interstate vs. intrastate heavy vehicles varies.

Question no: 2056

2056. Can TfNSW advise on the compliance rate of heavy vehicle weight limits on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 2057

2057. Can TfNSW advise on the peak hours for heavy vehicle traffic on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that peak hours for heavy vehicles south of Nowra are between 7am and 9am, and remain at consistent levels for around seven to eight hours.

Question no: 2058

2058. Can TfNSW advise on the current restrictions for heavy vehicles on the Princes Highway?

Answer:

I am advised:

Transport for NSW advises this information is available on its website.

Question no: 2059

2059. Can TfNSW advise on the enforcement of load mass regulations for heavy vehicles on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2056.

Question no: 2060

2060. Can TfNSW advise on the trends in heavy vehicle load mass on the Princes Highway over the past decade?

Answer:

I am advised:

Yes, Transport for NSW advises that trend data shows that the use of B-Doubles has decreased (-0.2 per cent), use of road trains has increased (0.01 per cent), use of articulated vehicles has decreased (-0.1 per cent) and use of other heavy vehicles has increased (0.3 per cent).

Question no: 2061

2061. Can TfNSW advise on the safety records of heavy vehicles on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that, in 2022, there were 27 crashes on the Princes Highway involving heavy vehicles.

Question no: 2062

2062. Can TfNSW advise on the percentage of heavy vehicles on the Princes Highway that are B-doubles or road trains?

Answer:

I am advised:

Yes, Transport for NSW advises that the percentage of heavy vehicles that are B-Doubles on the Princes Highway varies along the length of the corridor:

- at Gerringong and Nowra, B-doubles account for 12 per cent and seven per cent of heavy vehicles respectively
- between Nowra and Bega, the proportion of B-doubles ranges between two to four per cent of heavy vehicles
- at Kiah and Timbilica (near the Victorian border), the proportion of B-doubles increases to around 25 to 27 per cent of heavy vehicles.

Question no: 2063

2063. Can TfNSW advise on the frequency of inspections for heavy vehicles on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2056.

Question no: 2064

2064. Can TfNSW advise on the measures taken to manage heavy vehicle traffic during peak construction periods on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that the frequency of roadworks varies greatly along the Princes Highway. All roadworks are planned and undertaken with the intent of maintaining a safe and efficient road system for all road users.

Transport for NSW takes various actions to minimise the effect of road works on users, for example, in some situations work is done at night to minimise the impact.

Question no: 2065

2065. Can TfNSW advise on the seasonal variations in heavy vehicle traffic on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that, according to the CSIRO Transit Tool, the seasonal variations on the Princes Highway ranges from 12,070 trailers in winter to 13,900 trailers in autumn.

Question no: 2066

2066. Can TfNSW advise on the strategies in place to handle the projected growth in heavy vehicle traffic on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it is exploring opportunities to provide safer travel routes and enable more efficient and effective freight movement along the Princes Highway corridor.

Further information is publicly available on the Transport for NSW website.

Question no: 2067

2067. Can TfNSW advise on the current capacity of the Princes Highway to handle heavy vehicle traffic?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2066.

Question no: 2068

2068. Can TfNSW advise on the average journey time for heavy vehicles on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for heavy vehicle operators.

Question no: 2069

2069. Can TfNSW advise on the rate of accidents involving heavy vehicles on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that of the 421 total crashes which occurred on Princes Highway in 2022, 27 (six per cent) involved a heavy vehicle.

Question no: 2070

2070. Can TfNSW advise on the correlation between heavy vehicle traffic and road wear on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2054.

Question no: 2071

2071. Can TfNSW advise on the impact of heavy vehicles on local communities along the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW works with local government, businesses and communities as well as the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

Question no: 2072

2072. Can TfNSW advise on the number of rest areas available for heavy vehicle drivers on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is available on its website.

Question no: 2073

2073. Can TfNSW advise on the effect of heavy vehicle emissions on the environment along the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Towards Net Zero Emissions Freight Policy is available on its website.

Question no: 2074

2074. Can TfNSW advise on the initiatives in place to promote fuel-efficient heavy vehicle travel on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that access to the road network for higher productivity vehicles improves safety sustainability and productivity and reduces the number of truck trips required for the freight task.

Question no: 2075

2075. Can TfNSW advise on the contribution of heavy vehicle traffic to the economy in regions along the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the freight task includes contributions to local economic development including supporting local business operations and the provision of jobs, infrastructure and delivery of goods for retail operators, such as fuel and consumables.

Question no: 2076

2076. Can TfNSW advise on the percentage of heavy vehicles using alternative routes to the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2068.

Question no: 2077

2077. Can TfNSW advise on the impact of weather conditions on heavy vehicle operations on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that heavy vehicles can be impacted by weather conditions, noting experiences of minor flooding on the Princes Highway and in some instances longer term flooding, including detours.

The location of flooding is dependent on the weather event.

Question no: 2078

2078. Can TfNSW advise on the existence of dedicated heavy vehicle lanes on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that overtaking lanes on the NSW state road network include overtaking lanes for all road users.

The Princes Highway has a series of overtaking lanes along the alignment to allow safe and efficient formal overtaking opportunities for general traffic.

Question no: 2079

2079. Can TfNSW advise on the improvements planned for accommodating heavy vehicles on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises as part of the Princes Highway upgrade between Nowra and the Victorian boarder, there are a number of projects completed or in construction which will improve the productivity of the network for freight operators and customers.

Question no: 2080

2080. Can TfNSW advise on the protocols for heavy vehicle breakdowns on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it deploys staff across NSW to assist with various traffic incidents, including breakdowns.

When notified, Transport for NSW resources and delivery partners provide traffic management services and assist with recovery, with the aim to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 2081

2081. Can TfNSW advise on the availability of weigh stations for heavy vehicles on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2056.

Question no: 2082

2082. Can TfNSW advise on the types of livestock transported by heavy vehicles on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that, according to the CSIRO Transit Tool, the types of livestock are cattle, sheep and goats.

Question no: 2083

2083. Can TfNSW advise on the number of heavy vehicle bypasses on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that there are no dedicated heavy vehicle bypasses in on the NSW state road network.

Heavy vehicle detours are in place to reduce heavy vehicle traffic through some town centres.

Question no: 2084

2084. Can TfNSW advise on the role of heavy vehicles in supporting tourism on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that the freight task includes contributions to local economic development including supporting local business operations and the provision of jobs, infrastructure and delivery of goods for retail operators, such as fuel and consumables.

Question no: 2085

2085. Can TfNSW advise on the technological advancements being adopted for heavy vehicle monitoring on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about safety features and technologies for heavy vehicles is available on its website.

Question no: 2086

2086. Can TfNSW advise on the programs in place to improve heavy vehicle safety on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it works with the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

Question no: 2087

2087. Can TfNSW advise on the percentage of heavy vehicles on the Princes Highway operating at night?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2068.

Question no: 2088

2088. Can TfNSW advise on the training requirements for heavy vehicle drivers operating on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that heavy vehicle driver training for licences is assessed through the Heavy Vehicle Competency Based Assessment.

Question no: 2089

2089. Can TfNSW advise on the protocols in place for heavy vehicle accidents on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW emergency service are responsible for emergency incident responses. Transport for NSW supports emergency services, such as NSW Police, NSW Ambulance and Fire and Rescue NSW with traffic management and recovery.

Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible. During a defined emergency, the Transport Services Functional Area coordinates response and recovery across Transport for NSW to effectively support the lead Combat Agency.

Question no: 2090

2090. Can TfNSW advise on the maximum permitted load mass for heavy vehicles on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is available on its website.

Question no: 2091

2091. Can TfNSW advise on the enforcement of speed limits for heavy vehicles on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there are a number of fixed and red-light speed cameras along the Princes Highway which enforce speed limits for heavy vehicles.

Mobile speed camera enforcement is undertaken periodically at several locations on Princes Highway. NSW Police also periodically carry out speeding enforcement activities along the Princes Highway.

Question no: 2092

2092. Can TfNSW advise on the presence of heavy vehicle-only rest stops on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 2093

2093. Can TfNSW advise on the initiatives to improve heavy vehicle parking on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Heavy Vehicle Rest Stop Improvement Program aims to plan and prepare for new heavy vehicle rest stop opportunities and potential improvements to existing rest stops.

The program includes a comprehensive audit of the state road network and the existing and potential provision of heavy vehicle rest stops against the Austroads Guidelines.

Following consultation in 2023, the Heavy Vehicle Rest Stop Engagement Report was published and provides a summary of themes arising from engagement and consultation with industry, and is available on the NSW Government website.

Question no: 2094

2094. Can TfNSW advise on the coordination with local authorities regarding heavy vehicle traffic on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it works closely with local government, businesses and communities to ensure successful places and transport systems that enable economic activity.

Transport for NSW also works with the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

Question no: 2095

2095. Can TfNSW advise on the policies in place for oversize and overweight vehicles on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 2096

2096. Can TfNSW advise on the number of heavy vehicle accidents on the Princes Highway related to load shifting?

Answer:

I am advised:

Yes, Transport for NSW advises that it does not hold this information in this form. Transport for NSW and its delivery partners deploy staff across NSW to assist with various traffic incidents, with the aim to restore the road network as quickly as possible.

Transport for NSW also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

Question no: 2097

2097. Can TfNSW advise on the effectiveness of current signage for heavy vehicle routes on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that signage along the Princes Highway meets required standards.

Question no: 2098

2098. Can TfNSW advise on the use of Princes Highway for heavy vehicle driver training?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 2099

2099. Can TfNSW advise on the annual expenditure on heavy vehicle traffic management for the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that the Transport Management Centre and the Regional Transport Operations Centre monitor and manage the NSW State road network 24 hours a day, 7 days a week.

Question no: 2100

2100. Can TfNSW advise on the coordination between different states regarding heavy vehicle regulations on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it engages with other jurisdictions on heavy vehicle matters, including via national forums, and deals with operational incidents on a case by case basis.

Question no: 2101

2101. Can TfNSW advise on the proportion of heavy vehicle traffic on the Princes Highway that is for local deliveries?

Answer:

I am advised:

Yes, Transport for NSW advises the percentage of vehicles doing long-haul vs. local deliveries varies.

Question no: 2102

2102. Can TfNSW advise on the impact of heavy vehicle traffic on the Princes Highway during public holidays?

Answer:

I am advised:

Transport for NSW advises information about public holidays and journey planning is publicly available on the NSW Government website.

Question no: 2103

2103. Can TfNSW advise on the presence of dedicated emergency lanes for heavy vehicles on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that there are no dedicated emergency lanes for heavy vehicles along the Princes Highway.

Question no: 2104

2104. Can TfNSW advise on the historical changes in heavy vehicle types on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2060.

Question no: 2105

2105. Can TfNSW advise on the protocols for hazardous material spills from heavy vehicles on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW emergency service are responsible for emergency incident responses. Transport for NSW supports emergency services, such as NSW Police, NSW Ambulance and Fire and Rescue NSW with traffic management and recovery.

Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible. During a defined emergency, the Transport Services Functional Area coordinates response and recovery across Transport for NSW to effectively support the lead Combat Agency.

Question no: 2106

2106. Can TfNSW advise on the measures to mitigate noise pollution from heavy vehicles on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it views road traffic noise as an important environmental issue and addresses road traffic noise through various approaches, including:

- carrying out assessments of road traffic noise for road projects and applying all feasible and reasonable noise mitigation measures to avoid or minimise noise, where noise exceeds criteria in the NSW Road Noise Policy
- administering the Noise Abatement Program to provide noise mitigation to locations where road traffic noise is high and no road development is taking place.

Transport for NSW also completes periodic inspection of heavy vehicles at testing stations to ensure silencers and emission systems are fitted and maintained. Inspections are also carried out during yearly or half yearly vehicles registration.

Further information is publicly available on the Transport for NSW website.

Question no: 2107

2107. Can TfNSW advise on the data collection methods for heavy vehicle traffic on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that traffic volume information, for all road users, is collected via permanent and sample roadside traffic collection devices. This includes at facilities along the Princes Highway at Rockdale.

Additionally, there are weigh-in motion stations on the Princes Highway at Falls Creek in both directions.

Question no: 2108

2108. Can TfNSW advise on the integration of heavy vehicle traffic data with other transportation data for the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that planning for the network and projects take into consideration a range of data as well as information provided by the community and key stakeholders during engagement and consultation processes.

Question no: 2109

2109. Can TfNSW advise on the number of heavy vehicle tire blowouts on the Princes Highway annually?

Answer:

I am advised:

Transport for NSW deploys staff across NSW to assist with various traffic incidents, including breakdowns.

When notified, Transport for NSW resources and delivery partners provide traffic management services and assist with recovery, with the aim to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 2110

2110. Can TfNSW advise on the effectiveness of heavy vehicle weigh-in-motion systems on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises weigh-in motion systems play a vital role in providing live information to understand movement on the network.

Question no: 2111

2111. Can TfNSW advise on the frequency of roadworks affecting heavy vehicle traffic on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that I refer you to the response to Supplementary Question 2064.

Question no: 2112

2112. Can TfNSW advise on the coordination with federal agencies regarding heavy vehicle freight on the Princes Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it engages with other jurisdictions on heavy vehicle matters, including national forums, and deals with operational incidents on a case by case basis.

Question no: 2113

2113. Can TfNSW advise on the current average daily number of heavy vehicles on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 2114

2114. Can TfNSW advise on the projected growth rate of heavy vehicle traffic on the New England Highway over the next decade?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form.

Question no: 2115

2115. Can TfNSW advise on the most common types of goods transported by heavy vehicles on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that according to the CSIRO Transit Tool, the top five commodities are diesel fuel, unleaded fuel, household general items, steel and large cattle.

Question no: 2116

2116. Can TfNSW advise on the percentage of heavy vehicles carrying hazardous materials on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that, according to the CSIRO Transit Tool, the percentage of heavy vehicles carrying hazardous materials is 19.9 per cent.

Question no: 2117

2117. Can TfNSW advise on the average load mass for heavy vehicles on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that, according to the CSIRO Transit Tool, the average load mass is 18.4 tonnes per trailer.

Question no: 2118

2118. Can TfNSW advise on the maximum permitted load mass for heavy vehicles on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 2119

2119. Can TfNSW advise on the impact of heavy vehicle traffic on New England Highway maintenance costs?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicles impact all roads and their maintenance. The impact is dependent on the vehicle type and load, pavement type, underlying geology, weather and traffic.

Question no: 2120

2120. Can TfNSW advise on any seasonal trends in heavy vehicle traffic on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that, it is aware of seasonal variations and implements temporary messaging where appropriate. According to the CSIRO Transit Tool seasonal variation on the New England Highway ranges from 71,300 trailers in winter to 72,700 trailers in spring.

Question no: 2121

2121. Can TfNSW advise on the frequency of heavy vehicle inspections on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 2122

2122. Can TfNSW advise on the compliance rate with load mass regulations among heavy vehicles on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2121.

Question no: 2123

2123. Can TfNSW advise on the number of heavy vehicle breakdowns on the New England Highway reported last year?

Answer:

I am advised:

Transport for NSW deploys staff across NSW to assist with various traffic incidents, including breakdowns.

When notified, Transport for NSW resources and delivery partners provide traffic management services and assist with recovery, with the aim to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 2124

2124. Can TfNSW advise on the proportion of interstate vs. intrastate heavy vehicles on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the proportion of interstate vs. intrastate heavy vehicles varies.

Question no: 2125

2125. Can TfNSW advise on the number of heavy vehicles involved in accidents on the New England Highway annually?

Answer:

I am advised:

Yes, Transport for NSW advises that, in 2022, there were 43 crashes on the New England Highway involving heavy vehicles.

Question no: 2126

2126. Can TfNSW advise on the typical journey time for heavy vehicles on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for heavy vehicle operators.

Question no: 2127

2127. Can TfNSW advise on the measures in place to manage heavy vehicle traffic during peak travel times on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there are a variety of cameras installed across the State road network which are generally used for monitoring traffic and taking actions to improve traffic flow by the Transport Management Centre and Regional Transport Operations Centre.

All road users have access to Live Traffic NSW information about incidents, which can cause congestion or delays on the network. In instances where major network disruptions, closures, or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

Live Traffic NSW also indicate restricted access for combinations and mass limits if available, and advice when heavy vehicles must park. All diversions and alternative routes are considered with safety at the forefront of decision making.

Planned maintenance activities and oversize movements are minimised during peak travel periods to support reliable journey times.

Localised campaigns are conducted during peak tourism seasons to promote road safety and awareness of additional traffic.

Information around journey planning is publicly available on the NSW Government website.

Question no: 2128

2128. Can TfNSW advise on any planned infrastructure upgrades affecting heavy vehicle travel on the New England Highway?

Answer:

I am advised:

Transport for NSW advises that there are several projects which have been funded for implementation on the New England Highway as part of the recent Australian Government Infrastructure review that contribute to greater efficiencies in heavy vehicle travel including:

- Singleton Bypass to provide safety and efficiency outcomes for vehicles travelling through Singleton on the New England Highway
- Upgrade to Rocky Cut to address the horizontal alignment for Heavy Vehicles travelling in opposite directions to pass each other safely.
- Upgrade to Goonoo Goonoo Road to replace a roundabout with signals and duplicate section of New England Highway through Tamworth for safety and efficiency.
- Tenterfield Heavy Vehicle bypass to provide safety and efficiency outcomes for heavy vehicles travelling through Tenterfield on the New England Highway.

Question no: 2129

2129. Can TfNSW advise on the enforcement of load mass limits for heavy vehicles on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2121.

Question no: 2130

2130. Can TfNSW advise on the historical changes in heavy vehicle traffic patterns on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that according transport traffic volume viewer data, the growth rate for 2019-2022 was 35.9 per cent.

Question no: 2131

2131. Can TfNSW advise on the effect of heavy vehicle traffic on local communities along the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW works with local government, businesses and communities as well as the freight and heavy vehicle industry to improve road safety outcomes for all road

users and deliver quality, safe and effective travel and freight options for the people of NSW.

Question no: 2132

2132. Can TfNSW advise on the number of rest areas available for heavy vehicle drivers on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 2133

2133. Can TfNSW advise on the current road safety initiatives for heavy vehicles on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it works with the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

Question no: 2134

2134. Can TfNSW advise on the frequency of roadworks affecting heavy vehicle traffic on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the frequency of roadworks varies greatly along the New England Highway.

Question no: 2135

2135. Can TfNSW advise on any restrictions for heavy vehicles on the New England Highway during extreme weather conditions?

Answer:

I am advised:

Yes, Transport for NSW advises there may be black ice during the winter months, and infrequent snow closures on the New England Highway.

During certain weather events in NSW, Transport for NSW may communicate directly with industry about diversions and alternative routes to enable appropriate journey planning as some diversions may be required.

Question no: 2136

2136. Can TfNSW advise on the average fuel consumption for heavy vehicles on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2126.

Question no: 2137

2137. Can TfNSW advise on the contribution of heavy vehicle traffic to overall emissions on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Towards Net Zero Emissions Freight Policy is publicly available on its website.

Question no: 2138

2138. Can TfNSW advise on the number of heavy vehicle compliance checks conducted on the New England Highway last quarter?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2121.

Question no: 2139

2139. Can TfNSW advise on the role of technology in monitoring heavy vehicle traffic on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about safety features and technologies for heavy vehicles is available on its website.

Question no: 2140

2140. Can TfNSW advise on any incentives for using alternative routes to the New England Highway for heavy vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises that it does not incentivise heavy vehicle operators to use alternative routes to major highways.

Question no: 2141

2141. Can TfNSW advise on the number of tolls for heavy vehicles on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that there are no tolls on the New England Highway.

Question no: 2142

2142. Can TfNSW advise on the average distance traveled by heavy vehicles on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2126.

Question no: 2143

2143. Can TfNSW advise on the percentage of heavy vehicles using the New England Highway for long-haul vs. short-haul trips?

Answer:

I am advised:

Yes, Transport for NSW advises the percentage of vehicles doing long-haul vs. short haul trips varies.

Question no: 2144

2144. Can TfNSW advise on the impact of heavy vehicle traffic on air quality in areas surrounding the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW does not routinely carry out roadside air quality monitoring along highways. Transport for NSW conducts air quality monitoring to support major projects, and for occasional targeted research purposes.

The Towards Net Zero Emissions Freight Policy is available on the Transport for NSW website.

Question no: 2145

2145. Can TfNSW advise on the strategies in place to mitigate traffic congestion caused by heavy vehicles on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises congestion may occur for various factors, including traffic peaks and incidents which may or may not involve heavy vehicles.

All road users have access to Live Traffic NSW information about incidents that can cause congestion or delays on the network. In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 2146

2146. Can TfNSW advise on any collaboration with neighbouring states to manage interstate heavy vehicle traffic on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it engages with other jurisdictions on heavy vehicle matters, including via national forums, and deals with operational incidents on a case by case basis.

Question no: 2147

2147. Can TfNSW advise on the availability of weigh stations for heavy vehicles on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2121.

Question no: 2148

2148. Can TfNSW advise on the frequency of overweight heavy vehicles being fined on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2121.

Question no: 2149

2149. Can TfNSW advise on the average speed of heavy vehicles on the New England Highway during daytime vs. nighttime?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2126.

Question no: 2150

2150. Can TfNSW advise on any specific regulations for the transportation of livestock by heavy vehicles on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for NSW Local Land Services.

Question no: 2151

2151. Can TfNSW advise on the number of heavy vehicle tire blowouts on the New England Highway each year?

Answer:

I am advised:

Yes, Transport for NSW advises it deploys staff across NSW to assist with various traffic incidents, including breakdowns.

When notified, Transport for NSW resources and delivery partners provide traffic management services and assist with recovery, with the aim to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 2152

2152. Can TfNSW advise on the impact of heavy vehicles on bridge infrastructure along the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that heavy vehicles impact all roads and regular inspections are carried out on all bridge structures. If any issues are identified, temporary weight restrictions are put in place until repairs can be completed and the bridge structure returned to its original weight load capacity.

Question no: 2153

2153. Can TfNSW advise on the proportion of heavy vehicles that are articulated trucks on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that, according to weigh-in-motion data, in 2020, 22.2 per cent of heavy vehicles were categorised as articulated vehicles.

Question no: 2154

2154. Can TfNSW advise on any training programs for heavy vehicle drivers specifically for navigating the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that heavy vehicle driver training for licences is assessed through the Heavy Vehicle Competency Based Assessment.

Question no: 2155

2155. Can TfNSW advise on the protocols for heavy vehicle accidents and spillages on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW emergency service are responsible for emergency incident responses. Transport for NSW supports emergency services, such as NSW Police, NSW Ambulance and Fire and Rescue NSW with traffic management and recovery.

Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible. During a defined emergency, the Transport Services Functional Area coordinates response and recovery across Transport for NSW to effectively support the lead Combat Agency.

Question no: 2156

2156. Can TfNSW advise on the coordination with emergency services for heavy vehicle incidents on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2155.

Question no: 2157

2157. Can TfNSW advise on the percentage of heavy vehicles using GPS tracking on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2126.

Question no: 2158

2158. Can TfNSW advise on the use of alternative fuels in heavy vehicles on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2126.

Question no: 2159

2159. Can TfNSW advise on the number of heavy vehicle operators that have been awarded safety certificates on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises all matters related to the National Heavy Vehicle Accreditation Scheme is a matter for the National Heavy Vehicle Regulator.

Question no: 2160

2160. Can TfNSW advise on the number of lay-bys for heavy vehicles on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 2161

2161. Can TfNSW advise on the provision of facilities for heavy vehicle drivers, such as showers and food services, along the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 2162

2162. Can TfNSW advise on any targeted heavy vehicle speed enforcement operations on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the New England Highway has average speed camera enforcement between Singleton and Aberdeen to reduce this risk of road trauma resulting from crashes involving a heavy vehicle.

Question no: 2163

2163. Can TfNSW advise on the average number of axles per heavy vehicle on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2126.

Question no: 2164

2164. Can TfNSW advise on the frequency of heavy vehicle safety campaigns on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it runs road safety campaigns and programs aimed at heavy vehicle drivers and aimed at other road users to raise awareness of safety around heavy vehicles.

The National Heavy Vehicle Regulator also runs road safety campaigns targeting heavy vehicles.

Further information is publicly available on the Transport for NSW website.

Question no: 2165

2165. Can TfNSW advise on the number of sanctioned heavy vehicle stops along the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 2166

2166. Can TfNSW advise on the impact of new vehicle technologies on heavy vehicle efficiency on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about safety features and technologies for heavy vehicles is available on its website.

Question no: 2167

2167. Can TfNSW advise on the effectiveness of existing road signage for heavy vehicle routing on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it assesses and updates road signage, including those for heavy vehicles on all highways to ensure clear and informative signs to enhance safety for all road users.

Question no: 2168

2168. Can TfNSW advise on the frequency of heavy vehicle overpasses and underpasses being used on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that there are no overpasses or underpasses specifically for heavy vehicles on the NSW state road network.

Question no: 2169

2169. Can TfNSW advise on the average turnaround time for heavy vehicle deliveries on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2126.

Question no: 2170

2170. Can TfNSW advise on the number of dedicated heavy vehicle lanes on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that there are no dedicated heavy vehicle lanes on the New England Highway.

Question no: 2171

2171. Can TfNSW advise on the impact of heavy vehicles on wildlife crossings on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about vehicles and wildlife strikes is publicly available on the Transport for NSW and Department of Planning and Environment websites.

Question no: 2172

2172. Can TfNSW advise on the plans for future rest stop developments for heavy vehicles on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Heavy Vehicle Rest Stop Improvement Program aims to plan and prepare for new heavy vehicle rest stop opportunities and potential improvements to existing rest stops.

The program includes a comprehensive audit of the State road network and the existing and potential provision of heavy vehicle rest stops against the Austroads Guidelines.

Following consultation in 2023, the Heavy Vehicle Rest Stop Engagement Report was published and provides a summary of themes arising from engagement and consultation with industry, and is available on the NSW Government website.

Question no: 2173

2173. Can TfNSW advise on the average number of heavy vehicle gear shifts required for traversing the New England Highway's terrain?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2126.

Question no: 2174

2174. Can TfNSW advise on the number of heavy vehicles transporting refrigerated goods on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that according to CSIRO Transit Tool, approximately 14.5 per cent of all freight vehicles carry refrigerated goods (based on data where freight vehicles are carrying dairy, fruit, meat, seafood and vegetables).

Question no: 2175

2175. Can TfNSW advise on the effect of heavy vehicles on noise pollution levels along the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it views road traffic noise as an important environmental issue and addresses road traffic noise through various approaches, including:

- carrying out assessments of road traffic noise for road projects and applying all feasible and reasonable noise mitigation measures to avoid or minimise noise, where noise exceeds criteria in the NSW Road Noise Policy
- administering the Noise Abatement Program to provide noise mitigation to locations where road traffic noise is high and no road development is taking place.

Transport for NSW also completes periodic inspection of heavy vehicles at testing stations to ensure silencers and emission systems are fitted and maintained. Inspections are also carried out during yearly or half yearly vehicles registration.

Further information is publicly available on the Transport for NSW website.

Question no: 2176

2176. Can TfNSW advise on the statistics for heavy vehicle-caused road damage on the New England Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2119.

Question no: 2177

2177. Can TfNSW advise on the extent to which vegetation management reduces the risk of road accidents on NSW state roads?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1166.

Question no: 2178

2178. Can TfNSW advise how regular vegetation management impacts the visibility and safety for drivers on highways?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1166.

Question no: 2179

2179. Can TfNSW advise if there are any cost savings associated with proactive vegetation management versus reactive approaches?

Answer:

I am advised:

Yes, Transport for NSW advises that through a strategic management of vegetation maintenance, costs can be reduced and vegetation can be more manageable.

This mitigates or reduces the reactive component where increased costs are experienced due to unplanned immobilisation. Proactive vegetation maintenance also lengthens asset lifespan, increases efficiency and decreases unplanned downtime.

Question no: 2180

2180. Can TfNSW advise how vegetation management contributes to the overall lifespan of road infrastructure?

Answer:

I am advised:

Yes, Transport for NSW advises there can be a positive impact on the lifespan of road infrastructure from some vegetation management work, including clearing vegetation in drains and managing vegetation on slopes.

Cleaning of table drains and culverts ensures the free flow of water away from roadways and pavement, as water egress is a contributor to pavement failures.

Question no: 2181

2181. Can TfNSW advise on the role of vegetation control in maintaining clear signage visibility on state roads?

Answer:

I am advised:

Yes, Transport for NSW advises roadside corridors often contain remnant native vegetation, which can grow and obscure signage, guideposts and reduce visibility around corners and curves.

Transport for NSW maintains this vegetation by regular trimming and removal to preserve sight distances and visibility of road furniture.

Question no: 2182

2182. Can TfNSW advise whether vegetation management has an impact on the frequency of wildlife crossings on highways?

Answer:

I am advised:

Yes, Transport for NSW advises factors driving the frequency of wildlife crossings on highways would include topography (including presence of steep roadside batters), extent of habitats adjacent to the roadway, existence of fauna exclusion and other types of fencing, vehicular traffic volumes and overall traffic noise.

Vegetation management can assist in reducing vehicle strike by improving sight lines for oncoming motorists and can deter animals which are sensitive to reduced vegetation cover from entering the road corridor. However, this advantage needs to be balanced with the positive contribution made by native vegetation to the roadside environment particularly when applied outside of the clear zone.

Question no: 2183

2183. Can TfNSW advise on the benefits of vegetation management for the drainage systems alongside state roads?

Answer:

I am advised:

Yes, Transport for NSW advises control of vegetation assists with drains functioning correctly which can help maintain optimal subsurface moisture conditions to prolong the life of the pavement.

Managing vegetation in table drains and culverts can improve the free flow of water away from roadways and pavement.

Question no: 2184

2184. Can TfNSW advise if there are specific vegetation management strategies that help in protecting against soil erosion on road embankments?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1170.

Question no: 2185

2185. Can TfNSW advise how managing roadside vegetation affects the speed at which emergency vehicles can travel?

Answer:

I am advised:

Yes, Transport for NSW advises managing roadside vegetation can improve visibility to delineation and road signage.

Question no: 2186

2186. Can TfNSW advise on the correlation between vegetation management and reduced maintenance costs for road surfaces?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2180.

Question no: 2187

2187. Can TfNSW advise on the environmental benefits of selective vegetation management over clear-cutting practices?

Answer:

I am advised:

Yes, Transport for NSW advises it maintains roadside clear zones, as required, in accordance with national road safety standards. This includes the use of herbicides selectively around guideposts and signage, slashing, tree trimming and removal when regrowth trees may compromise the infrastructure (i.e. if vegetation has established within table drains). When removal is required, root systems are often retained to reduce erosion and sedimentation by the soil-holding capacity of the roots.

Additional selective hazardous tree removal also occurs outside of clear zones to manage the risk of compromised trees failing and disrupting the safe operation of the road, particularly in the event of wildfire. Selective vegetation management has a range of advantages (compared to clear felling) for the ongoing management of the roadside and neighbouring lands, including reduced weed infestation following clearing, reduced erosion and sedimentation of local waterways and reduced impact on the rural character of the roadside environment.

Question no: 2188

2188. Can TfNSW advise on the importance of vegetation management in preserving native flora alongside NSW state roads?

Answer:

I am advised:

Yes, Transport for NSW advises it acknowledges the contribution made by its roadside environment to the conservation of native flora in NSW.

NSW State roads, along with regional and local roads and other linear infrastructure including rail corridors, contain important biodiversity which is rare in the surrounding landscape and can provide the habitat connectivity required to maintain viable habitats overtime.

While the ongoing management of roadside vegetation outside of the clear zone is a matter for local government, for the majority of the roads in NSW (except for motorways and freeways), Transport for NSW development projects can have an impact on vegetation within road corridors. In line with normal practices, Transport for NSW carries out careful planning and assessment for future road development projects and replaces trees and hollows removed for a project, which is in accordance with its Biodiversity Policy.

Further information is publicly available on the Transport for NSW website.

Question no: 2189

2189. Can TfNSW advise how vegetation management practices are adjusted to accommodate seasonal changes in NSW?

Answer:

I am advised:

Yes, Transport for NSW advises maintenance schedules are prepared in each area of NSW and are unique to the geography of the environment and seasonal changes. In periods of higher rainfall and vegetation growth, additional vegetation controls are carried out.

Some activities, including slashing, can create a fire risk due to sparks created by machinery when hitting rocks. As such, slashing is not carried out when the fire danger risk is high. In addition, herbicide application is less effective on plants which are drought affected, or conversely if applied before rain – as such, the timing of these activities seeks to avoid these situations. The timing of the peak weed seed dispersal season is another factor which is considered in the timing of clear-zone maintenance activities.

Question no: 2190

2190. Can TfNSW advise whether there is a reduction in littering and illegal dumping in well-managed roadside vegetation areas?

Answer:

I am advised:

Yes, Transport for NSW advises it works closely with the NSW Environment Protection Authority and other key stakeholders to manage the impacts of littering and illegal dumping along State road corridors.

Question no: 2191

2191. Can TfNSW advise on how the strategic management of roadside vegetation contributes to local biodiversity?

Answer:

I am advised:

Yes, Transport for NSW advises roadside management has a role in both maintaining and strengthening linear habitat connectivity alongside roads and reducing wildlife vehicle strike on roads.

Strategic management is a function of both Transport for NSW and local government depending on the road classification and management arrangements in place.

Question no: 2192

2192. Can TfNSW advise if there has been any research into the carbon sequestration benefits of vegetation along NSW state roads?

Answer:

I am advised:

Yes, Transport for NSW advises it has not carried out any specific research into the carbon sequestration benefits of vegetation along NSW State roads.

Question no: 2193

2193. Can TfNSW advise on the potential for roadside vegetation to act as a natural sound barrier for nearby communities?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1182.

Question no: 2194

2194. Can TfNSW advise on the best practices for vegetation management to ensure driver sightlines are maintained?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1166.

Question no: 2195

2195. Can TfNSW advise how they balance vegetation management with the conservation of endangered species habitats?

Answer:

I am advised:

Yes, Transport for NSW advises any work carried out within endangered species habitats is subject to strict requirements set down by the Biodiversity Conservation Act 2016 (NSW) and, in some instances, the Commonwealth Environment Protection and Biodiversity Conservation Act 1999.

This is supported by Transport for NSW's commitments to avoid, minimise, mitigate and, if necessary, offset the impact of activities on the biodiversity.

Under the Roads Act 1993 (NSW), local councils are the legal delegated authority for all the road corridors within their local government area.

Further information is publicly available on the Transport for NSW website.

Question no: 2196

2196. Can TfNSW advise on the ways that vegetation management might improve the scenic quality of highways, potentially boosting tourism?

Answer:

I am advised:

Yes, Transport for NSW advises it acknowledges that roadside vegetation contributes to the amenity of the roadside environment, and contributes to the rural character and scenic quality of many regional roads in NSW.

Question no: 2197

2197. Can TfNSW advise if there are benefits to air quality along the highways due to strategic vegetation management?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1210.

Question no: 2198

2198. Can TfNSW advise on how the removal of invasive plant species from road verges contributes to ecosystem health?

Answer:

I am advised:

Yes, Transport for NSW advises impacts to ecosystem health arising from weeds and the priority weed prioritisation process is established by the Biosecurity Act 2015 (NSW). Transport for NSW is guided by the various regional weed management plans and the advice of the local weed control officer in its management of roadside weeds within the clear zone.

Under the Roads Act 1993 (NSW), local councils are the legal delegated authority for all the road corridors within their local government area.

Question no: 2199

2199. Can TfNSW advise if vegetation management helps in minimising the impact of wildfires on NSW state roads?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the Minister for Emergency Services.

Question no: 2200

2200. Can TfNSW advise on the economic benefits of employing local contractors for vegetation management tasks?

Answer:

I am advised:

Yes, Transport for NSW advises the use of local vegetation contractors helps Transport for NSW generate a Gross Value Add multiplier which exceeds that of comparable industries within NSW.

Question no: 2201

2201. Can TfNSW advise if there's an impact on local waterways from the vegetation management processes used along roadways?

Answer:

I am advised:

Yes, Transport for NSW advises poorly managed sedimentation and erosion control associated with vegetation clearing and earthworks can have an adverse impact on local waterways. Transport for NSW has well established practices in place to minimise impacts arising from these activities which have been developed and agreed with the NSW Environment Protection Agency across a number of years.

Additionally, herbicide application has the potential to impact local waterways if overspray occurs. When this activity is carried out, Transport for NSW follows industry accepted best practice as set out by NSW Environment Protection Authority policy and guidelines which are publicly available.

Question no: 2202

2202. Can TfNSW advise on the public safety improvements that result from the regular trimming of vegetation near pedestrian walkways along state roads?

Answer:

I am advised:

Yes, Transport for NSW advises vegetation height may affect visibility to roadsides in urban areas but it takes all steps to ensure pedestrian safety.

Under the Roads Act 1993 (NSW), local councils are the legal delegated authority for all the road corridors within their local government area.

Question no: 2203

2203. Can TfNSW advise if they use any innovative technologies for efficient vegetation management?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1203.

Question no: 2204

2204. Can TfNSW advise on the educational opportunities in informing the public about the importance of vegetation management?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1198.

Question no: 2205

2205. Can TfNSW advise how vegetation management aids in the reduction of light pollution from vehicles, especially in rural areas?

Answer:

I am advised:

Yes, Transport for NSW advises vegetation screening can play an important role in reducing light spill from highways and this is a key consideration in landscape planning and design.

Under the Roads Act 1993 (NSW), local councils are the legal delegated authority for all the road corridors within their local government area.

Question no: 2206

2206. Can TfNSW advise on the strategies in place for replanting or rehabilitation after vegetation clearance for road work?

Answer:

I am advised:

Yes, Transport for NSW advises replanting and rehabilitation is guided by a review of environmental factors carried out for a project.

As a determining authority under Part 5.1 of the Environmental Planning and Assessment Act 1979 (NSW), Transport for NSW is obliged to consider the environmental impact of its activities. This is typically done through the preparation of a review of environmental factors for each project which will include the environmental safeguards required to mitigate and manage the impact of the activity on the environment. Rehabilitation efforts are a common environmental safeguard applied to Transport for NSW activities.

Additionally, the Transport for NSW's Biodiversity Policy outlines its commitment to replace trees and hollows lost through infrastructure development. This policy drives better environmental outcomes by pricing tree and hollow loss and establishing a Transport Conservation Fund to support habitat augmentation and other conservation measures across NSW.

Further information is publicly available on the Transport for NSW website.

Question no: 2207

2207. Can TfNSW advise on the use of native plants in their vegetation management plans for the resilience of the ecosystem?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1171.

Question no: 2208

2208. Can TfNSW advise if there's been an analysis of how roadside vegetation affects microclimates and potentially reduces heat on the road surface?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1200.

Question no: 2209

2209. Can TfNSW advise on the planning process for vegetation management to ensure minimal disruption to traffic flow?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1209.

Question no: 2210

2210. Can TfNSW advise on the measures taken to ensure that vegetation management does not adversely affect local wildlife populations?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1190.

Question no: 2211

2211. Can TfNSW advise on the impact of vegetation management on the prevention of landslides and rockfalls on hilly terrains within the state?

Answer:

I am advised:

Yes, Transport for NSW advises appropriate vegetation cover in the form of trees, scrubs and native grasses can aid in the stabilisation of slopes and hilly terrain, which varies from location to location and depends on the type of vegetation and the geological conditions in each location.

Question no: 2212

2212. Can TfNSW advise on how they assess the risks associated with dead or dying trees along NSW state roads?

Answer:

I am advised:

Yes, Transport for NSW advises it engages the services of suitably qualified arborists to assist with the assessment of trees at risk of falling onto State roads.

Question no: 2213

2213. Can TfNSW advise on the collaboration with environmental organisations to ensure sustainable vegetation management practices?

Answer:

I am advised:

Yes, Transport for NSW advises it routinely works with local government and organisations including Local Land Services and Landcare to implement revegetation and other conservation management measures as part of the development of Transport for NSW infrastructure projects.

Question no: 2214

2214. Can TfNSW advise if there are specific training programs for staff on responsible vegetation management techniques?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1183.

Question no: 2215

2215. Can TfNSW advise on the frequency of roadside vegetation assessments and how they influence management decisions?

Answer:

I am advised:

Yes, Transport for NSW advises assessments and inspections are carried out in line with routine maintenance specifications and this information is used in vegetation management decisions.

As a determining authority under Part 5.1 of the Environmental Planning and Assessment Act 1979 (NSW), Transport for NSW routinely carries out environmental impact assessments to guide its decision making including the types of environmental safeguards which are to be applied to activities.

Question no: 2216

2216. Can TfNSW advise how they ensure the safety of workers during vegetation management operations along busy highways?

Answer:

I am advised:

Yes, Transport for NSW advises workers on the State road network must carry out work during the hours specified in the Road Occupancy License for the area.

Transport for NSW also has approved Traffic Guidance Schemes for vegetation work and as well as Safe Work Method Statements in place to support all high-risk construction work. Transport for NSW's Situational Awareness system also empowers workers to review hazards and cease what they are doing if the risk becomes too high.

All vegetation management activities along the State road network are carried out under strict traffic control guidelines. Vegetation management is planned for climatic conditions and traffic volumes, with all efforts made to schedule work outside peak times and during calm conditions.

Question no: 2217

2217. Can TfNSW advise on how the timing of vegetation management activities is determined to minimise impact on wildlife?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the responses to Supplementary Questions 1190 and 2189.

Transport for NSW delivery partners also work with environment teams to identify breeding periods and sensitive corridors for native wildlife. Appropriate treatments are formulated to ensure impacts are minimised.

Question no: 2218

2218. Can TfNSW advise if there are any initiatives to engage the community in vegetation management efforts?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1180.

Under the Roads Act 1993 (NSW), local councils are the legal delegated authority for all the road corridors within their local government area.

Question no: 2219

2219. Can TfNSW advise on the ways vegetation management can mitigate the effects of flooding on state roads?

Answer:

I am advised:

Yes, Transport for NSW advises cleaning of table drains and culverts ensures the free flow of water away from roadways and pavement. Vegetation in drains influences the performance of drainage.

Question no: 2220

2220. Can TfNSW advise on the balance between aesthetic considerations and functional requirements in vegetation management?

Answer:

I am advised:

Yes, Transport for NSW advises its focus is on the maintenance of vegetation in the clear zones immediately adjacent to State-managed roads for safety of road users. There are a number of variations considered during the planning of each individual project and determinations of requirements are made to suit the environment within the scope of works.

Under the Roads Act 1993 (NSW), local councils are the legal delegated authority for all the road corridors within their local government area.

Question no: 2221

2221. Can TfNSW advise on the steps taken to avoid the spread of plant diseases during vegetation management?

Answer:

I am advised:

Yes, Transport for NSW advises surveillance of roadside vegetation is regularly carried out by its delivery partners, with the identification of noxious weeds forming part of this surveillance.

Transport for NSW also works with environment teams and local land services to formulate appropriate treatments.

Further information around pathogen management is outlined in Transport for NSW's Biodiversity Policy which is publicly available on the Transport for NSW website.

Question no: 2222

2222. Can TfNSW advise on the importance of managing vegetation to maintain clear zones for road safety?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1166.

Question no: 2223

2223. Can TfNSW advise on the procedures for disposing of vegetation waste generated during road maintenance?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 1191.

Question no: 2224

2224. Can TfNSW advise how often vegetation management plans are reviewed and updated to reflect best practices?

Answer:

I am advised:

Yes, Transport for NSW advises routine maintenance plans, including vegetation management, are reviewed and planned on an annual basis in May/June each year.

The Regional and Outer Metropolitan Network Resilience Program is pursuing the NSW Bushfire Inquiry Final Report Recommendation 32 to deliver a strategic and outcomes-based approach to roadside vegetation management with local government and NSW Rural Fire Service.

The scope of work for the development of a Strategic and Outcomes based approach to vegetation management has been drafted, and work is expected to start in early 2024. The new approach to vegetation management is expected to be delivered by June 2024.

Question no: 2225

2225. Can TfNSW advise if there are any partnership programs with academic institutions for research on vegetation management along highways?

Answer:

I am advised:

Yes, Transport for NSW advises it is in the final stages of entering a research partnership with the University of Western Sydney to examine opportunities to promote native bee pollinators as part of the Transport for NSW vegetation management programs.

Transport for NSW has also agreed to be an industry sponsor for a La Trobe University project investigating new habitat hollow approaches involving drilling hollows into live trees to mimic naturally occurring hollows.

Transport for NSW's Network Resilience Program also has an iMove partnership with La Trobe University to:

- To identify if and how traditional and cultural land and water management can be used to build resilience into the transport network, and to natural hazards
- To enhance our understanding and approach to adopting traditional and cultural land and water management to support vegetation management

- To identify and demonstrate or illustrate the opportunities, benefits, tensions in co-designing, accompanying, and supporting Aboriginal people and communities in this work
- To identify opportunities, structures, investment, and collaboration required for a future initiative within Transport for NSW in developing a draft framework.

Question no: 2226

2226. Can TfNSW advise on the protocols in place to protect sensitive vegetation and minimise ecological disturbance during road expansions or upgrades?

Answer:

I am advised:

Yes, Transport for NSW advises its Biodiversity Policy set out how Transport for NSW protects environmentally sensitive sites as part of its infrastructure development program. Further information is publicly available on the Transport for NSW website.

Question no: 2227

2227. Can TfNSW advise on the current annual average daily traffic of heavy vehicles on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises traffic volume information is publicly available on its website.

Question no: 2228

2228. Can TfNSW advise on the percentage increase in heavy vehicle traffic on the Cobb Highway over the past five years?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2227.

Question no: 2229

2229. Can TfNSW advise on the projected growth in heavy vehicle traffic on the Cobb Highway over the next decade?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form.

Question no: 2230

2230. Can TfNSW advise on the current average load mass of heavy vehicles traveling on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that, according to the CSIRO Transit Tool, the estimated average load mass is 16.3 tonnes per trailer.

Question no: 2231

2231. Can TfNSW advise on the maximum permitted load mass for heavy vehicles on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 2232

2232. Can TfNSW advise on the most common types of goods transported by heavy vehicles on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that according to the CSIRO Transit Tool, the top five commodities are grain wheat, grain barley, grains, diesel fuel and unleaded fuel.

Question no: 2233

2233. Can TfNSW advise on the seasonal variation in heavy vehicle traffic on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that according to the CSIRO Transit Tool, there is a seasonal variation on the Cobb Highway ranging from 7,290 trailers in autumn to 8,050 trailers in spring.

Question no: 2234

2234. Can TfNSW advise on the impact of heavy vehicle traffic on the maintenance schedule for the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that traffic volumes on the Cobb Highway are low and have minimal impact on the scheduling of routine maintenance work.

Question no: 2235

2235. Can TfNSW advise on the number of heavy vehicle accidents on the Cobb Highway in the past year?

Answer:

I am advised:

Yes, Transport for NSW advises that, in 2022, there were three crashes on the Cobb Highway involving heavy vehicles.

Question no: 2236

2236. Can TfNSW advise on the main causes of heavy vehicle accidents on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that, in 2022 along Cobb Highway, none of the heavy vehicle crashes had a contributing factor of speeding, alcohol, fatigue or illicit drugs.

Question no: 2237

2237. Can TfNSW advise on the enforcement of load mass regulations for heavy vehicles on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 2238

2238. Can TfNSW advise on the frequency of inspections for heavy vehicles on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2237.

Question no: 2239

2239. Can TfNSW advise on the current infrastructure projects affecting heavy vehicle traffic on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that flood recovery work will continue on the Cobb Highway in 2024. Traffic control will be in place if traffic is impacted.

Question no: 2240

2240. Can TfNSW advise on the availability of rest areas for heavy vehicle operators on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 2241

2241. Can TfNSW advise on the compliance rate with heavy vehicle road rules on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that compliance with road rules is a matter for NSW Police and the National Heavy Vehicle Regulator.

Question no: 2242

2242. Can TfNSW advise on the number of heavy vehicles fined for overloading on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2237.

Question no: 2243

2243. Can TfNSW advise on the current trends in heavy vehicle types using the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for heavy vehicle operators.

Question no: 2244

2244. Can TfNSW advise on the average age of heavy vehicles on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2243.

Question no: 2245

2245. Can TfNSW advise on the emissions profile of heavy vehicles on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Towards Net Zero Emissions Freight Policy is publicly available on its website.

Question no: 2246

2246. Can TfNSW advise on the impact of heavy vehicle traffic on local communities along the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that the freight task includes contributions to local economic development including supporting local business operations and the provision of jobs, infrastructure and delivery of goods for retail operators, such as fuel and consumables.

Question no: 2247

2247. Can TfNSW advise on the role of the Cobb Highway in the national freight network?

Answer:

I am advised:

Yes, Transport for NSW advises that while key road freight corridors such as the Pacific (M1/A1) and Hume (M31) Highways, which carry most of the 81 million tonnes of interstate freight between Melbourne, Sydney and Brisbane, the Cobb Highway, which runs from Moama, on the Victorian border, to the Barrier Highway, near Wilcannia, via Ivanhoe and Hay moves key commodities such as grain, wheat, barley and fuels,

Significant investments have been made to seal and upgrade the Cobb Highway, to support local communities, and business as well as all road users, in providing safer, more reliable roads in the future.

Question no: 2248

2248. Can TfNSW advise on the strategies in place to manage heavy vehicle traffic during peak periods on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there are a variety of cameras installed across the State road network which are generally used for monitoring traffic and taking actions to improve

traffic flow by the Transport Management Centre and Regional Transport Operations Centre.

All road users have access to Live Traffic NSW information about incidents, which can cause congestion or delays on the network. In instances where major network disruptions, closures, or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

Live Traffic NSW also indicate restricted access for combinations and mass limits if available, and advice when heavy vehicles must park. All diversions and alternative routes are considered with safety at the forefront of decision making.

Planned maintenance activities and oversize movements are minimised during peak travel periods to support reliable journey times.

Localised campaigns are conducted during peak tourism seasons to promote road safety and awareness of additional traffic.

Information around journey planning is publicly available on the NSW Government website.

Question no: 2249

2249. Can TfNSW advise on the measures taken to ensure the safety of heavy vehicle operations on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it works with the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

Question no: 2250

2250. Can TfNSW advise on the economic impact of heavy vehicle traffic on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that the freight task includes contributions to local economic development including supporting local business operations and the provision of jobs, infrastructure and delivery of goods for retail operators, such as fuel and consumables.

Question no: 2251

2251. Can TfNSW advise on the funding allocated for heavy vehicle infrastructure on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about the Cobb Highway upgrade is publicly available on its website.

Question no: 2252

2252. Can TfNSW advise on the contribution of heavy vehicle traffic to road wear on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicles impact all roads and their maintenance. The impact is dependent on the vehicle type and load, pavement type, underlying geology, weather and traffic.

Question no: 2253

2253. Can TfNSW advise on the procedures for reporting heavy vehicle traffic incidents on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it deploys staff across NSW to assist with various traffic incidents, including breakdowns.

When notified, Transport for NSW resources and delivery partners provide traffic management services and assist with recovery, with the aim to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 2254

2254. Can TfNSW advise on the coordination with other states regarding heavy vehicle traffic on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it engages with other jurisdictions on heavy vehicle matters, including via national forums, and deals with planning and operational matters on a case-by-case basis.

Question no: 2255

2255. Can TfNSW advise on the impact of heavy vehicles on the pavement life of the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2552.

Question no: 2256

2256. Can TfNSW advise on the use of technology to monitor heavy vehicle traffic on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about safety features and technologies for heavy vehicles is available on its website.

Question no: 2257

2257. Can TfNSW advise on the involvement of local government in managing heavy vehicle traffic on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that management of the NSW road network is the responsibility of road managers. For the Local and Regional road network, this includes working closely with local government.

Question no: 2258

2258. Can TfNSW advise on the training programs for heavy vehicle drivers operating on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicle driver training for licences is assessed through the Heavy Vehicle Competency Based Assessment.

Question no: 2259

2259. Can TfNSW advise on the number of heavy vehicles check stations on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises Heavy Vehicle Safety Stations are the responsibility of the National Heavy Vehicle Regulator.

Question no: 2260

2260. Can TfNSW advise on the average travel time for heavy vehicles on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2243.

Question no: 2261

2261. Can TfNSW advise on the peak hours for heavy vehicle traffic on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises traffic volumes on the Cobb Highway are low and there is currently no peak.

Question no: 2262

2262. Can TfNSW advise on the safety audit schedule for heavy vehicles on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it carries out road safety audits in accordance with the NSW Centre for Road Safety's Guidelines for Road Safety Audit Practices.

Question no: 2263

2263. Can TfNSW advise on the emergency response plan for heavy vehicle incidents on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW emergency service are responsible for emergency incident responses. Transport for NSW supports emergency services, such as NSW Police, NSW Ambulance and Fire and Rescue NSW with traffic management and recovery.

Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible. During a defined emergency, the Transport Services Functional Area coordinates response and recovery across Transport for NSW to effectively support the lead Combat Agency.

Question no: 2264

2264. Can TfNSW advise on the coordination between freight companies and road management on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it works with the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

Question no: 2265

2265. Can TfNSW advise on the use of Cobb Highway by oversize and over-mass heavy vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2237.

Question no: 2266

2266. Can TfNSW advise on the restrictions for heavy vehicle traffic during extreme weather on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises many of the weather related challenges faced by heavy vehicle operators have been mitigated since sealing the Cobb Highway in 2023.

All motorists, including heavy vehicle drivers, are encouraged to plan their travel and check Live Traffic NSW for the latest information about road works, incidents, bridge load limits and closures.

During certain weather events in NSW, Transport for NSW may communicate directly with industry on diversions and alternative routes to enable appropriate journey planning as some diversions may be required.

Question no: 2267

2267. Can TfNSW advise on the contribution of heavy vehicle traffic to noise pollution along the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it views road traffic noise as an important environmental issue and addresses road traffic noise through various approaches, including:

- carrying out assessments of road traffic noise for road projects and applying all feasible and reasonable noise mitigation measures to avoid or minimise noise, where noise exceeds criteria in the NSW Road Noise Policy
- administering the Noise Abatement Program to provide noise mitigation to locations where road traffic noise is high and no road development is taking place.

Transport for NSW also completes periodic inspection of heavy vehicles at testing stations to ensure silencers and emission systems are fitted and maintained. Inspections are also carried out during yearly or half yearly vehicles registration.

Further information is publicly available on the Transport for NSW website.

Question no: 2268

2268. Can TfNSW advise on the number of rest stops designated for heavy vehicles on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 2269

2269. Can TfNSW advise on the average fuel consumption of heavy vehicles on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2243.

Question no: 2270

2270. Can TfNSW advise on the rate of heavy vehicle compliance with National Heavy Vehicle Regulator standards on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2237.

Question no: 2271

2271. Can TfNSW advise on the future infrastructure changes planned for accommodating heavy vehicles on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises following the sealing of the Cobb Highway in October 2023, there is further work being planned for early 2024 for improvements, including remediation work to repair flood damage.

Question no: 2272

2272. Can TfNSW advise on the impact of new freight regulations on heavy vehicle operators on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises NSW Heavy Vehicle Access Policy Framework is an important reform delivering greater national harmonisation, with better safety and efficiency outcomes for industry and the community as freight demand grows.

The aim is to achieve safe and efficient movement of road freight in NSW now and into the future.

Question no: 2273

2273. Can TfNSW advise on the statistics for heavy vehicle breakdowns on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it deploys staff across NSW to assist with various traffic incidents, including breakdowns.

When notified, Transport for NSW resources and delivery partners provide traffic management services and assist with recovery, with the aim to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 2274

2274. Can TfNSW advise on the improvements needed to accommodate future heavy vehicle traffic on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Cobb Highway has capacity for future growth.

Question no: 2275

2275. Can TfNSW advise on the role of heavy vehicles in regional development along the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that the freight task includes contributions to local economic development including supporting local business operations and the provision of jobs, infrastructure and delivery of goods for retail operators, such as fuel and consumables.

Question no: 2276

2276. Can TfNSW advise on the most frequent origin and destination points for heavy vehicles on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2243.

Question no: 2277

2277. Can TfNSW advise on the effectiveness of current heavy vehicle traffic management strategies on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it has traffic monitoring CCTV installed at key intersections along Cobb Highway, this enables effective live traffic monitoring during periods of disruption.

Question no: 2278

2278. Can TfNSW advise on the collaboration with heavy vehicle manufacturers to improve safety on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it collaborates the National Heavy Vehicle Regulator and the Industry to understand their requirements to improve safety on the highway.

Transport for NSW supports industry decisions around selecting vehicles that provide safe, sustainable outcomes and enable productivity to be realised.

Question no: 2279

2279. Can TfNSW advise on the impact of heavy vehicles on air quality around the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW does not routinely carry out roadside air quality monitoring along highways. Transport for NSW conducts air quality monitoring to support major projects, and for occasional targeted research purposes.

The Towards Net Zero Emissions Freight Policy is available on the Transport for NSW website.

Question no: 2280

2280. Can TfNSW advise on the strategies to reduce the carbon footprint of heavy vehicles on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Towards Net Zero Emissions Freight Policy is publicly available on its website.

Question no: 2281

2281. Can TfNSW advise on the compliance with axle weight limits by heavy vehicles on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2237.

Question no: 2282

2282. Can TfNSW advise on the number of heavy vehicles using alternative fuels on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2243.

Question no: 2283

2283. Can TfNSW advise on the provision of facilities for hazardous material transport by heavy vehicles on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the NSW Environment Protection Authority and SafeWork NSW.

Question no: 2284

2284. Can TfNSW advise on the impact of heavy vehicle traffic on the value of adjacent properties to the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it works closely with local councils and communities when necessary to minimise heavy vehicle traffic within the local communities.

Question no: 2285

2285. Can TfNSW advise on the accident response times for heavy vehicle incidents on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it deploys staff across NSW to assist with various traffic incidents.

When notified, Transport for NSW resources and delivery partners provide traffic management services and assist with recovery, with the aim to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 2286

2286. Can TfNSW advise on the technology used for traffic flow management for heavy vehicles on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that there are a variety of cameras installed across the State road network which are generally used for monitoring traffic and taking actions to improve traffic flow by the Transport Management Centre and Regional Transport Operations Centre.

Question no: 2287

2287. Can TfNSW advise on the number of heavy vehicle-related road closures on the Cobb Highway in the last year?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2285.

Question no: 2288

2288. Can TfNSW advise on the challenges faced by heavy vehicle operators on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that many of the challenges faced by heavy vehicle operators on the last remaining unsealed State highway in NSW have been mitigated by the completion of the sealing of the Cobb Highway in 2023.

Further information about the Cobb Highway Upgrade program is publicly available on the Transport for NSW website.

Question no: 2289

2289. Can TfNSW advise on the programs in place for heavy vehicle operator health and well-being on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that the National Heavy Vehicle Regulator has guidance available on its website in relation to the importance of mental health.

Question no: 2290

2290. Can TfNSW advise on the average downtime for heavy vehicles due to roadworks on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that the frequency of roadworks varies greatly along Cobb Highway.

Question no: 2291

2291. Can TfNSW advise on the impact of heavy vehicle traffic on bridge infrastructure along the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that heavy vehicles impact all roads and regular inspections are carried out on all bridge structures. If any issues are identified, temporary weight restrictions are put in place until repairs can be completed and the bridge structure returned to its original weight load capacity.

Question no: 2292

2292. Can TfNSW advise on the efforts to streamline heavy vehicle border checks along the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that this is a matter for the NSW Department of Primary Industries.

Question no: 2293

2293. Can TfNSW advise on the impact of heavy vehicle headlights on residential areas along the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Cobb Highway traverses remote areas.

Question no: 2294

2294. Can TfNSW advise on the partnerships with local businesses to support heavy vehicle operations on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it works closely with local government, businesses and communities to ensure successful places and transport systems that enable economic activity.

Question no: 2295

2295. Can TfNSW advise on the specific challenges of refrigerated goods transport by heavy vehicles on the Cobb Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2243.

Question no: 2296

2296. Can TfNSW advise on the current average daily count of heavy vehicles on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 2297

2297. Can TfNSW advise if there has been a year-on-year increase in heavy vehicle traffic on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 2298

2298. Can TfNSW advise on the projected growth in heavy vehicle numbers on the Newell Highway over the next decade?

Answer:

I am advised:

Yes, Transport for NSW advises it does not hold this information in this form.

Question no: 2299

2299. Can TfNSW advise on the predominant types of goods transported by heavy vehicles on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that according to the CSIRO Transit Tool, the top five commodities are grain wheat, grain barley, unleaded fuel, cement and household general items.

Question no: 2300

2300. Can TfNSW advise on the percentage of hazardous materials transported via heavy vehicles on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicle operators are responsible for complying with NSW Environmental Protection Authority regulations regarding the transportation of dangerous goods.

Question no: 2301

2301. Can TfNSW advise on the average load mass for heavy vehicles on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises, that according to the CSIRO Transit Tool, the average load mass is 18.1 tonnes per trailer.

Question no: 2302

2302. Can TfNSW advise on the current regulations for load mass on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for the National Heavy Vehicle Regulator.

Question no: 2303

2303. Can TfNSW advise on the number of heavy vehicle accidents on the Newell Highway in the past year?

Answer:

I am advised:

Yes, Transport for NSW advises that, in 2022, there were 34 crashes on the Newell Highway involving heavy vehicles.

Question no: 2304

2304. Can TfNSW advise on the impact of heavy vehicle traffic on road maintenance for the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises heavy vehicles impact all roads and their maintenance. The impact is dependent on the vehicle type and load, pavement type, underlying geology, weather and traffic.

Question no: 2305

2305. Can TfNSW advise on the frequency of heavy vehicle inspections on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2302.

Question no: 2306

2306. Can TfNSW advise on the number of compliance checks done on heavy vehicles on the Newell Highway annually?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2302.

Question no: 2307

2307. 1Can TfNSW advise on any planned infrastructure changes to accommodate heavy vehicle traffic on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Australian and NSW Governments are jointly funding the Newell Highway Upgrade Program over the next four years.

Question no: 2308

2308. Can TfNSW advise on the number of rest areas available for heavy vehicle operators on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 2309

2309. Can TfNSW advise on the strategies in place to manage heavy vehicle traffic during peak seasons on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises there are a variety of cameras installed across the State road network which are generally used for monitoring traffic and taking actions to improve traffic flow by the Transport Management Centre and Regional Transport Operations Centre.

All road users have access to Live Traffic NSW information about incidents, which can cause congestion or delays on the network. In instances where major network disruptions, closures, or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

Live Traffic NSW also indicate restricted access for combinations and mass limits if available, and advice when heavy vehicles must park. All diversions and alternative routes are considered with safety at the forefront of decision making.

Planned maintenance activities and oversize movements are minimised during peak travel periods to support reliable journey times.

Localised campaigns are conducted during peak tourism seasons to promote road safety and awareness of additional traffic.

Information around journey planning is publicly available on the NSW Government website.

Question no: 2310

2310. Can TfNSW advise on the enforcement of load mass regulations on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2302.

Question no: 2311

2311. Can TfNSW advise on the contribution of heavy vehicle traffic to the local economy via the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the freight task includes contributions to local economic development including supporting local business operations and the provision of jobs, infrastructure and delivery of goods for retail operators, such as fuel and consumables.

Question no: 2312

2312. Can TfNSW advise on the seasonal variations in heavy vehicle traffic on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that according to the CSIRO Transit Tool the seasonal variation on the Newell Highway ranges from 75,700 trailers in summer to 103,100 trailers in spring.

Question no: 2313

2313. Can TfNSW advise on the trends in long-haul versus short-haul freight on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the percentage of vehicles doing long-haul vs. short haul trips varies.

Question no: 2314

2314. Can TfNSW advise on the ratio of interstate to intrastate heavy vehicles on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the proportion of interstate to intrastate heavy vehicles varies.

Question no: 2315

2315. 20. Can TfNSW advise on the impact of heavy vehicles on air quality along the Newell Highway corridor?

Answer:

I am advised:

Yes, Transport for NSW does not routinely carry out roadside air quality monitoring along highways. Transport for NSW conducts air quality monitoring to support major projects, and for occasional targeted research purposes.

The Towards Net Zero Emissions Freight Policy is publicly available on the Transport for NSW website.

Question no: 2316

2316. Can TfNSW advise on the role of the Newell Highway in the national freight network?

Answer:

I am advised:

Yes, Transport for NSW advises that the Newell Highway, which is the longest highway in NSW and travels north-south from Victoria to Queensland in the central west of NSW, provides commodities such as grain, fuel and cement.

Question no: 2317

2317. Can TfNSW advise on the measures in place to ensure the safety of heavy vehicle operations on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it works with the freight and heavy vehicle industry to improve road safety outcomes for all road users and deliver quality, safe and effective travel and freight options for the people of NSW.

Question no: 2318

2318. Can TfNSW advise on the impact of heavy vehicle traffic on local communities along the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the freight task includes contributions to local economic development including supporting local business operations and the provision of jobs, infrastructure and delivery of goods for retail operators, such as fuel and consumables.

Question no: 2319

2319. Can TfNSW advise on the peak hours for heavy vehicle traffic on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that according to transport traffic volume viewer data (as recorded at Gilgandra) suggests 2pm is the peak travel time on the Newell Highway.

Question no: 2320

2320. Can TfNSW advise on the data collection methods for heavy vehicle traffic on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that traffic volume information for all road users is collected via permanent and sample roadside traffic collection devices.

Question no: 2321

2321. Can TfNSW advise on the average speed of heavy vehicles on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for heavy vehicle operators.

Question no: 2322

2322. Can TfNSW advise on the heavy vehicle congestion levels on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises congestion may occur for various factors, including traffic peaks and incidents which may or may not involve heavy vehicles.

All road users have access to Live Traffic NSW information about incidents that can cause congestion or delays on the network. In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

All diversions and alternative routes are considered with safety at the forefront of decision making.

Question no: 2323

2323. Can TfNSW advise on the role of the Newell Highway in livestock transport?

Answer:

I am advised:

Yes, Transport for NSW advises that according to the CSIRO Transit Tool, livestock accounts for 8.2 per cent of all freight trailers and 6.5 per cent of the total freight tonnes.

Question no: 2324

2324. Can TfNSW advise on the frequency of roadworks on the Newell Highway due to heavy vehicle traffic?

Answer:

I am advised:

Yes, Transport for NSW advises that the frequency of roadworks varies greatly along the Newell Highway.

Question no: 2325

2325. Can TfNSW advise on the initiatives to improve heavy vehicle efficiency on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that access to the road network for higher productivity vehicles improves safety sustainability and productivity and reduces the number of truck trips required for the freight task.

Question no: 2326

2326. Can TfNSW advise on the most common violations committed by heavy vehicle drivers on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for Revenue NSW.

Question no: 2327

2327. Can TfNSW advise on the impact of the Newell Highway on regional trade and heavy vehicle transport?

Answer:

I am advised:

Yes, Transport for NSW advises that the Newell Highway Upgrade projects boost freight, improve connectivity, road transport efficiency and safety for local and interstate motorists.

Question no: 2328

2328. Can TfNSW advise on the use of technology for monitoring heavy vehicle traffic on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about safety features and technologies for heavy vehicles is available on its website.

Question no: 2329

2329. Can TfNSW advise on the collaboration with other states regarding heavy vehicle transport on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it engages with other jurisdictions on heavy vehicle matters, including via national forums, and deals with operational incidents on a case by case basis.

Question no: 2330

2330. Can TfNSW advise on the training programs for heavy vehicle operators specific to the Newell Highway conditions?

Answer:

I am advised:

Yes, Transport for NSW advises that heavy vehicle driver training for licences is assessed through the Heavy Vehicle Competency Based Assessment.

Question no: 2331

2331. Can TfNSW advise on the accident response times for incidents involving heavy vehicles on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW emergency service are responsible for emergency incident responses. Transport for NSW supports emergency services, such as NSW Police, NSW Ambulance and Fire and Rescue NSW with traffic management and recovery.

Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible. During a defined emergency, the Transport Services Functional Area coordinates response and recovery across Transport for NSW to effectively support the lead Combat Agency.

Question no: 2332

2332. Can TfNSW advise on the plans for future upgrades to accommodate heavy vehicle traffic on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2307.

Question no: 2333

2333. Can TfNSW advise on the coordination with local law enforcement for managing heavy vehicle traffic on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it works closely with NSW Police regarding all traffic on State roads.

Transport for NSW regularly meets with local area enforcement agencies and other key stakeholders to work on initiatives to improve safety, reduce congestion and tackle community concerns.

Question no: 2334

2334. Can TfNSW advise on the support services available for heavy vehicle drivers on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 2335

2335. Can TfNSW advise on the comparison of heavy vehicle traffic on the Newell Highway with other major highways?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 2336

2336. Can TfNSW advise on the breakdown of heavy vehicle types (e.g., semi-trucks, tankers, flatbeds) on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2321.

Question no: 2337

2337. Can TfNSW advise on the compliance rates with heavy vehicle safety standards on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2302.

Question no: 2338

2338. Can TfNSW advise on the effectiveness of current heavy vehicle rest area facilities on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Heavy Vehicle Rest Stop Improvement Program aims to plan and prepare for new heavy vehicle rest stop opportunities and potential improvements to existing rest stops.

The program includes a comprehensive audit of the state road network and the existing and potential provision of heavy vehicle rest stops against the Austroads Guidelines.

Following consultation in 2023, the Heavy Vehicle Rest Stop Engagement Report was published and provides a summary of themes arising from engagement and consultation with industry, and is available on the NSW Government website.

Question no: 2339

2339. Can TfNSW advise on the economic impact of delays caused by heavy vehicle traffic on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it aims to minimise disruptions to the road network for all road users.

All road users have access to Live Traffic NSW information about incidents which can cause congestion or delays on the network. In instances where there are major network disruptions, road closures or diversions, and the movement of heavy vehicles is unsuitable, information to assist operators and other road users is published.

Question no: 2340

2340. Can TfNSW advise on the impact of weather conditions on heavy vehicle traffic on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Newell Highway is prone to flooding between West Wyalong and Forbes and has a history of road closures during periods of heavy rain in the Lachlan catchment.

Transport for NSW is investigating flood mitigation treatments to reduce the length of time the highway is closed during and after any future flood events.

Question no: 2341

2341. Can TfNSW advise on the initiatives to reduce carbon emissions from heavy vehicles on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Towards Net Zero Emissions Freight Policy is publicly available on its website.

Question no: 2342

2342. Can TfNSW advise on the challenges faced in heavy vehicle logistics on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises the Newell Highway is the longest highway in NSW, running south to north it provides a critical connection for the National Land Transport Network as well as the Melbourne-Brisbane corridor. The Newell Highway Taskforce, established in 2009, is the main forum to discuss any challenges presented to heavy vehicles on the Newell Highway.

Question no: 2343

2343. Can TfNSW advise on the average fuel consumption of heavy vehicles on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2321.

Question no: 2344

2344. Can TfNSW advise on the specific regulations for oversized loads on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2302.

Question no: 2345

2345. Can TfNSW advise on the procedures for heavy vehicle breakdowns on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises it deploys staff across NSW to assist with various traffic incidents, including breakdowns.

When notified, Transport for NSW resources and delivery partners provide traffic management services and assist with recovery, with the aim to restore the road network as quickly as possible.

The Transport Management Centre also uses advanced monitoring, communication and traffic management systems to respond to and clear traffic incidents as quickly as possible. It also works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network.

All road users, including heavy vehicle operators, can report breakdowns via the Transport Management Centre's dedicated Incident Reporting Line.

Question no: 2346

2346. Can TfNSW advise on the initiatives to manage the impact of heavy vehicle noise on communities along the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that advisory signs are in place along the Newell Highway where appropriate to alert heavy vehicle operators to minimise compression braking in urban areas.

Transport for NSW views road traffic noise as an important environmental issue and addresses road traffic noise through various approaches, including:

- carrying out assessments of road traffic noise for road projects and applying all feasible and reasonable noise mitigation measures to avoid or minimise noise, where noise exceeds criteria in the NSW Road Noise Policy
- administering the Noise Abatement Program to provide noise mitigation to locations where road traffic noise is high and no road development is taking place.

Transport for NSW also completes periodic inspection of heavy vehicles at testing stations to ensure silencers and emission systems are fitted and maintained. Inspections are also carried out during yearly or half yearly vehicles registration.

Further information is publicly available on the Transport for NSW website.

Question no: 2347

2347. Can TfNSW advise on the use of rest areas by heavy vehicle operators for mandatory breaks on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 2348

2348. Can TfNSW advise on the number of heavy vehicle bypasses on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that there are no dedicated heavy vehicle bypasses in on the NSW state road network.

Heavy vehicle detours are in place to reduce heavy vehicle traffic through some town centres.

Question no: 2349

2349. Can TfNSW advise on the effectiveness of current signage for heavy vehicle routes on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that signage along the Newell Highway meets required standards.

Question no: 2350

2350. Can TfNSW advise on the measures to prevent overloading of heavy vehicles on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2302.

Question no: 2351

2351. Can TfNSW advise on the frequency of heavy vehicle use for regional versus national transport on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2321.

Question no: 2352

2352. Can TfNSW advise on the impact of freight consolidation on heavy vehicle numbers on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2321.

Question no: 2353

2353. Can TfNSW advise on the collaboration with freight companies to manage heavy vehicle traffic on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that it meets regularly with the heavy vehicle industry to provide information on the network and receives feedback from industry that assists Transport for NSW manage heavy vehicle traffic on the Newell Highway.

Question no: 2354

2354. Can TfNSW advise on the availability of alternative routes for heavy vehicles to alleviate traffic on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that detour routes are established when the Newell Highway needs to be closed.

Suitable detour routes are determined and made available on the Live Traffic NSW website.

Question no: 2355

2355. Can TfNSW advise on the influence of fuel prices on heavy vehicle traffic on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2321.

Question no: 2356

2356. Can TfNSW advise on the number of heavy vehicle-related traffic violations on the Newell Highway last year?

Answer:

I am advised:

Yes, Transport for NSW advises this is a matter for Revenue NSW.

Question no: 2357

2357. Can TfNSW advise on the role of the Newell Highway in emergency and disaster relief transportation?

Answer:

I am advised:

Yes, Transport for NSW advises the Newell Highway is the longest highway in NSW, running south to north through the State and providing an essential road connection for central western NSW.

It is part of the National Land Transport Network, and more broadly an element of the Melbourne-Brisbane corridor.

The Newell Highway is a significant regional traffic route serving and linking a range of towns and major centres, as such, is an essential route during emergencies.

Question no: 2358

2358. Can TfNSW advise on the heavy vehicle curfew hours, if any, on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2302.

Question no: 2359

2359. Can TfNSW advise on the support for new technologies, like electric heavy vehicles, on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about technologies for heavy vehicles is available on its website.

Question no: 2360

2360. Can TfNSW advise on the procedures in place for spill containment from heavy vehicles on the Newell Highway?

Answer:

I am advised:

Yes, Transport for NSW advises that NSW emergency service are responsible for emergency incident responses. Transport for NSW supports emergency services, such as NSW Police, NSW Ambulance and Fire and Rescue NSW with traffic management and recovery.

Transport for NSW resources and delivery partners respond and help to restore the road network as quickly as possible. During a defined emergency, the Transport Services Functional Area coordinates response and recovery across Transport for NSW to effectively support the lead Combat Agency.

Question no: 2361

2361. Can TfNSW advise on the projected reduction in travel time for commuters due to the Muswellbrook Bypass?

Answer:

I am advised:

Yes, Transport for NSW advises travel time savings for through traffic which switches from the New England Highway to the Muswellbrook Bypass are forecast to range from around 5.3 minutes to 7.1 minutes during peak times by 2044.

Further information is publicly available on the Transport for NSW website.

Question no: 2362

2362. Can TfNSW advise on the estimated economic impact of the bypass on local businesses in Muswellbrook?

Answer:

I am advised:

Yes, Transport for NSW advises that during construction, the Muswellbrook Bypass may impact local businesses as a result of temporary increases in travel times and potential impacts to local amenity. However, construction worker expenditure is expected to benefit local services such as cafes and takeaways, service stations, trades and services suppliers, and potentially some accommodation providers.

Once the bypass is open to traffic, it will generate long term benefits through improved economic connectivity, improved amenities and freight efficiency

Further information is publicly available on the Transport for NSW website.

Question no: 2363

2363. Can TfNSW advise how the bypass will affect property values in the surrounding areas?

Answer:

I am advised:

Yes, Transport for NSW advises property values are driven and influenced by a range of economic, social and amenity factors which are external to the perceived or actual impacts from the proposal.

These factors could include the housing supply and demand, interest rates, economic growth, local amenity and accessibility to employment and social infrastructure.

Question no: 2364

2364. Can TfNSW advise on the expected decrease in accident rates due to the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises the Muswellbrook Bypass is expected to improve safety for motorists, pedestrians and cyclists as the diversion of traffic, in particular heavy vehicles, to the Muswellbrook Bypass will reduce the volume of traffic through Muswellbrook and this in turn is expected to reduce the number of crashes.

Further information is publicly available on the Transport for NSW website.

Question no: 2365

2365. Can TfNSW advise if the bypass will lead to lower vehicle maintenance costs due to improved road conditions?

Answer:

I am advised:

Yes, Transport for NSW advises the Muswellbrook Bypass would include 9.3 kilometres of new highway with a single lane in each direction which would improve network efficiency on the New England Highway, particularly travel times for long haul freight movements. Vehicle maintenance costs vary from vehicle to vehicle.

Question no: 2366

2366. Can TfNSW advise on the impact of the bypass on local employment during the construction phase?

Answer:

I am advised:

Yes, Transport for NSW advises it is committed to working with local businesses during the construction phase of the Muswellbrook Bypass to ease the potential economic impacts on the area.

This includes direct employment of around 120 workers in peak periods through on-site construction activities, direct expenditure associated with on-site construction activities, and indirect employment and expenditure through the provision of goods and services required for construction.

Question no: 2367

2367. Can TfNSW advise how the bypass might improve access to emergency services for Muswellbrook and its environs?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2361.

Question no: 2368

2368. Can TfNSW advise on the expected reduction in congestion within Muswellbrook once the bypass is operational?

Answer:

I am advised:

Yes, Transport for NSW advises the Muswellbrook Bypass is anticipated to remove up to 4,800 vehicles per day (including around 1,900 heavy vehicles) from the New England Highway through the Muswellbrook town centre in 2027, with up to 5,900 vehicles per day (including around 2,500 heavy vehicles) expected to be removed by 2044.

Once complete, the Muswellbrook bypass would improve network efficiency on the New England Highway, particularly travel times for long haul freight movements; improve safety for all road users in the town centre, particularly relating to heavy and light vehicle interactions; and improve amenity of Muswellbrook township.

Further information is publicly available on the Transport for NSW website.

Question no: 2369

2369. Can TfNSW advise on the potential for the bypass to attract new businesses to the region?

Answer:

I am advised:

Yes, Transport for NSW advises the facilitation of new business is driven and influenced by a range of economic, social and amenity factors which are external to the perceived or actual impacts from the proposal.

These factors could include the housing supply and demand, interest rates, economic growth, local amenity and accessibility to employment and social infrastructure.

Question no: 2370

2370. Can TfNSW advise on the estimated fuel savings for freight companies using the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises the Muswellbrook Bypass would provide a more direct route for freight companies as well as improve travel times by providing a free flow 100 km/h alternative route.

Fuel costs and savings are dependent on a range of market factors.

Question no: 2371

2371. Can TfNSW advise on the expected reduction in carbon emissions due to more efficient traffic flow?

Answer:

I am advised:

Yes, Transport for NSW advises that predicted 2027 and 2037 incremental and cumulative maximum one-hour and eight-hour CO₂ concentrations show predicted carbon emission concentrations will comply with the NSW Environmental Protection Agency's criteria both incrementally and cumulatively for the modelled 2027 and 2037 scenarios.

The Muswellbrook Bypass would also result in a reduction in maximum one-hour and eight-hour CO₂ ground level concentrations along the New England Highway through Muswellbrook due to both reduced total traffic volumes and the proportion of heavy vehicles.

Question no: 2372

2372. Can TfNSW advise if there are any anticipated cost savings for public transport providers?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the responses to Supplementary Questions 2361 and 2368.

Question no: 2373

2373. Can TfNSW advise on the long-term maintenance costs of the bypass compared to the existing route?

Answer:

I am advised:

Yes, Transport for NSW advises the Muswellbrook Bypass is expected to reduce maintenance costs as the proposed corridor travels via a shorter route and will allow for higher travel speeds than the existing New England Highway.

Question no: 2374

2374. Can TfNSW advise on the bypass's role in supporting the growth of the logistics and transport sector in the region?

Answer:

I am advised:

Yes, Transport for NSW advises the Muswellbrook Bypass will improve network efficiency on the New England Highway, particularly travel times for long haul freight movements. The bypass is anticipated to remove up to 4,800 vehicles per day (including around 1,900 heavy vehicles) from the New England Highway through the Muswellbrook town centre in 2027, with up to 5,900 vehicles per day (including around 2,500 heavy vehicles) expected to be removed by 2044.

The anticipated improvements in the efficiency and reliability of these transport networks would likely result in increased productivity, reduced costs, and broader economic benefits for the freight industry and other workforces.

Question no: 2375

2375. Can TfNSW advise how the bypass will impact the number of heavy vehicles passing through Muswellbrook's town center?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2368.

Question no: 2376

2376. Can TfNSW advise on the projected increase in road safety for cyclists and pedestrians in Muswellbrook after the bypass is built?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2364.

Question no: 2377

2377. Can TfNSW advise on the possible economic benefits for tourism in the Hunter Region due to improved traffic conditions?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2362.

Question no: 2378

2378. Can TfNSW advise if the bypass will help to reduce traffic noise levels in residential areas of Muswellbrook?

Answer:

I am advised:

Yes, Transport for NSW advises it expects the maximum noise events along the existing New England Highway to decrease in both number and duration due to reduced congestion, better alignments and gradients.

Question no: 2379

2379. Can TfNSW advise how the bypass may facilitate better connections between Muswellbrook and other major cities?

Answer:

I am advised:

Yes, Transport for NSW advises the Muswellbrook Bypass would reduce the volume of heavy vehicles travelling through Muswellbrook, improving safety and amenity in the township.

The bypass would also improve travel times by providing a free flow 100 km/h alternative route.

Question no: 2380

2380. Can TfNSW advise on the expected improvement in air quality in Muswellbrook with the diversion of traffic?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2371.

Question no: 2381

2381. Can TfNSW advise if the bypass is designed to cater to future increases in traffic volumes?

Answer:

I am advised:

Yes, Transport for NSW advises the traffic volumes are anticipated to increase across the next 25 years.

Modelling indicates traffic volumes on the bypass would not reach levels where a dual carriageway would be justified.

The Muswellbrook Bypass is designed to accommodate the anticipated increase in traffic and will improve the movement of freight and journeys for current and future traffic demands.

Further information is publicly available on the Transport for NSW website.

Question no: 2382

2382. Can TfNSW advise on the effectiveness of the bypass in terms of disaster response and evacuation routes?

Answer:

I am advised:

Yes, Transport for NSW advises the New England Highway is a key freight corridor and is used as a key incident response route and evacuation route during emergencies.

A full central connection with Coal Road would also be provided for all traffic movements.

Question no: 2383

2383. Can TfNSW advise on any financial incentives for businesses to relocate to Muswellbrook due to improved transport links?

Answer:

I am advised:

Yes, Transport for NSW advises once the Muswellbrook Bypass is open to traffic, it will generate long term benefits through improved economic connectivity, improved amenities and freight efficiency.

Question no: 2384

2384. Can TfNSW advise on the potential for the bypass to reduce transport-related disruptions to Muswellbrook residents?

Answer:

I am advised:

Yes, Transport for NSW advises the New England Highway is a major freight and commuter route forming part of the Sydney to Brisbane corridor of the National Land Transport Network and the primary route connecting the Upper Hunter with Newcastle.

The highway currently passes through Muswellbrook, forming the main road access through the town. The route is restricted by numerous intersections and nearby buildings with minimal setback from the road. The highway carries between 11,000 and 20,000 vehicles through the township each day, around 13 per cent being heavy vehicles.

A bypass of Muswellbrook would remove conflicts between local and through vehicles (particularly between heavy and light vehicles), significantly improving the efficiency of through freight movements along the New England Highway, while also improving safety and local amenity of the Muswellbrook township by removing freight traffic from the town centre.

Question no: 2385

2385. Can TfNSW advise on how the bypass might influence the development of new residential areas?

Answer:

I am advised:

Yes, Transport for NSW advises the development of new residential areas is driven and influenced by a range of economic, social and amenity factors which are external to the perceived or actual impacts from the proposal.

These factors could include the housing supply and demand, interest rates, economic growth, local amenity and accessibility to employment and social infrastructure.

Question no: 2386

2386. Can TfNSW advise on the feasibility of incorporating smart traffic management systems into the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises it is continuing to transform its systems technology to benefit all customers using transport networks across NSW, by managing networks more dynamically and prioritising different modes of transport at different times and locations, according to local movement and place objectives and changing needs.

Question no: 2387

2387. Can TfNSW advise on the anticipated change in frequency and severity of traffic bottlenecks in the region?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2368.

Question no: 2388

2388. Can TfNSFW advise on the projected savings in emergency response times due to the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2361.

Question no: 2389

2389. Can TfNSW advise if there is a predicted increase in regional trade because of the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises the Muswellbrook Bypass would include around nine kilometres of new highway with a single lane in each direction signposted at 100 km/h which would improve network efficiency on the New England Highway, particularly travel times for long haul freight movements.

Question no: 2390

2390. Can TfNSW advise on the potential reduction in insurance premiums for residents due to improved safety records?

Answer:

I am advised:

Yes, Transport for NSW advises insurance premiums are driven and influenced by a range of factors which are external to the perceived or actual impacts from the proposal. Once complete, the Muswellbrook Bypass would improve safety for all road users in the Muswellbrook town centre, particularly relating to heavy and light vehicle interactions.

Question no: 2391

2391. Can TfNSW advise how the bypass will integrate with existing public transportation infrastructure?

Answer:

I am advised:

Yes, Transport for NSW advises the Muswellbrook Bypass and the interchanges have been designed for large passenger buses where these need to bypass the township. It is anticipated the integration of these bus routes with the township of Muswellbrook and with commuter services connection with trains will remain unchanged once operational.

Question no: 2392

2392. Can TfNSW advise if the bypass construction is expected to boost the local economy through the use of local suppliers and contractors?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2366.

Question no: 2393

2393. Can TfNSW advise on any state or federal economic grants or funding that the bypass has secured or could be eligible for?

Answer:

I am advised:

Yes, Transport for NSW advises the Muswellbrook Bypass is jointly funded by Australian and NSW governments.

Question no: 2394

2394. Can TfNSW advise on the sustainability measures being integrated into the design and construction of the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises sustainability measures will be integrated into the design and construction of the Muswellbrook Bypass, with details to be developed.

Question no: 2395

2395. Can TfNSW advise on the benefits of reduced travel times for inter-city coaches and buses?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2391.

Question no: 2396

2396. Can TfNSW advise how the bypass could facilitate the growth of the agriculture sector in the region?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2389.

Question no: 2397

2397. Can TfNSW advise on the impact of the bypass on the operational efficiency of logistics companies?

Answer:

I am advised:

Yes, Transport for NSW advises the New England Highway is a major freight route forming part of the Sydney to Brisbane corridor of the National Land Transport Network and the primary route connecting the Upper Hunter with Newcastle. The existing route through Muswellbrook includes multiple sets of traffic lights, a roundabout and a school zone which all impact on travel time and freight efficiency.

A bypass of the Muswellbrook town centre would remove conflicts between local and through vehicles, significantly improving the efficiency of through freight movements along the New England Highway. The bypass would also improve network efficiency on the New England Highway, particularly travel times for long haul freight movements.

It is expected improvements in the efficiency and reliability of the New England Highway corridor would likely result in increased productivity, reduced costs and broader economic benefits for the freight industry and other workforces.

Question no: 2398

2398. Can TfNSW advise if there will be any dedicated lanes for high occupancy vehicles or freight traffic?

Answer:

I am advised:

Yes, Transport for NSW advises the Muswellbrook Bypass would include 9.3 kilometres of new highway with a single lane in each direction and a one-metre wide centreline treatment.

The bypass would improve travel times by providing a free flowing 100 km/h alternative route.

Question no: 2399

2399. Can TfNSW advise on measures being taken to ensure the bypass does not adversely affect wildlife and local ecosystems?

Answer:

I am advised:

Yes, Transport for NSW advises the Muswellbrook Bypass will limit the clearing of ecologically sensitive habitats and species, and invest in biodiversity offsets when the contractor clears ahead of constructing the bypass.

Measures to mitigate the risk to wildlife include refined impact areas through detailed design, habitat replacement, securing biodiversity offsets, and installation of fauna connectivity structures.

Further information is publicly available on the Transport for NSW website.

Question no: 2400

2400. Can TfNSW advise on the expected improvement in quality of life for residents due to decreased through-traffic?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the responses to Supplementary Questions 2364, 2368 and 2375.

Question no: 2401

2401. Can TfNSW advise on any international examples of similar bypass projects and their economic outcomes that could inform the Muswellbrook Bypass?

Answer:

I am advised:

Yes, Transport for NSW is committed to leveraging a once-in-a-generation investment in infrastructure and consistently aims to improve its construction and procurement best practices to ensure key infrastructure is provided across NSW.

This includes working closely with industry, including international stakeholders, to provide the best possible infrastructure practices and outcomes for NSW.

Question no: 2402

2402. Can TfNSW advise on the capacity for the bypass to support future transportation innovations such as autonomous vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises provisions for future technological advancements such as autonomous driving or charging stations for electric vehicles are not within the current scope of the Muswellbrook Bypass.

Question no: 2403

2403. Can TfNSW advise on the consultation process with local businesses on how they can leverage the new bypass?

Answer:

I am advised:

Yes, Transport for NSW advises consultation regarding the Muswellbrook Bypass has been carried out in accordance with its Community and Stakeholder Engagement Plan, including surveys of 60 businesses and 120 stopper surveys.

Transport for NSW has also launched a 'Bypass Town signage initiative' in partnership with Destination NSW, which aims to encourage travellers to stop and visit bypassed towns in rural and regional NSW.

Transport for NSW will continue to consult with local businesses as the project progresses.

Further information around the benefits of the Muswellbrook Bypass are publicly available on the Transport for NSW website.

Question no: 2404

2404. Can TfNSW advise if there is a plan for economic revitalisation of areas that may be negatively impacted by the rerouting of traffic?

Answer:

I am advised:

Yes, Transport for NSW advises the New England Highway is a major freight route forming part of the Sydney to Brisbane corridor of the National Land Transport Network and the primary route connecting the Upper Hunter with Newcastle.

A bypass of the Muswellbrook town centre would remove conflicts between local and through vehicles, significantly improving the efficiency of through freight movements along the New England Highway. The bypass would also improve network efficiency on the New England Highway, particularly travel times for long haul freight movements.

It is expected improvements in the efficiency and reliability of the New England Highway corridor would likely result in increased productivity, reduced costs and broader economic benefits for the freight industry and other workforces.

Question no: 2405

2405. Can TfNSW advise on the training and employment opportunities for locals in road maintenance and safety operations post-construction?

Answer:

I am advised:

Yes, Transport for NSW advises maintenance activities will be carried out in line with current practices and further information will be available once the bypass is complete.

Question no: 2406

2406. Can TfNSW advise if any measures are being taken to preserve historical sites and cultural landmarks during the construction of the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises the Muswellbrook Bypass's Option Report considered a range of technical, social, environmental and economic factors.

The preferred option was further refined to avoid Aboriginal cultural sites based on the Muswellbrook Bypass's Review of Environmental Factors. No direct impacts have been identified for non-Aboriginal heritage sites.

Further information is publicly available on the Transport for NSW website.

Question no: 2407

2407. Can TfNSW advise on the economic benefits of connecting Muswellbrook more directly to major highways?

Answer:

I am advised:

Yes, Transport for NSW advises to the response to Supplementary Question 2387.

Question no: 2408

2408. Can TfNSW advise on the expected improvements in regional connectivity and commerce as a result of the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises to the response to Supplementary Question 2387.

Question no: 2409

2409. Can TfNSW advise on the role of the bypass in the regional strategic transportation plan?

Answer:

I am advised:

Yes, Transport for NSW advises to the response to Supplementary Question 2384.

Question no: 2410

2410. Can TfNSW advise on any anticipated improvements in public health due to reduced emissions and improved road safety?

Answer:

I am advised:

Yes, Transport for NSW advises to the responses to Supplementary Questions 2364 and 2371.

Question no: 2411

2411. Can TfNSW advise how the bypass will affect response times for service and utility vehicles within Muswellbrook?

Answer:

I am advised:

Yes, Transport for NSW advises to the response to Supplementary Question 2361.

Question no: 2412

2412. Can TfNSW advise on the methods being employed to ensure the most cost-effective maintenance of the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises roads in NSW are designed to be fit for purpose and are built to the design life specification.

Maintenance activities will be carried out in line with current practices and further information will be available once the bypass is complete.

Question no: 2413

2413. Can TfNSW advise on the expected lifespan of the bypass and its economic implications?

Answer:

I am advised:

Yes, Transport for NSW advises roads in NSW are designed to be fit for purpose and are built to the design life specification.

The Muswellbrook Bypass is generally designed for a 100-year design life, with the pavement designed for a 40 -year life.

Question no: 2414

2414. Can TfNSW advise if the bypass is expected to improve the overall efficiency of the transportation network in New South Wales?

Answer:

I am advised:

Yes, Transport for NSW advises the Muswellbrook Bypass is expected to contribute to the overall efficiency of the transportation network in NSW by reducing travel times and improving safety.

The Muswellbrook Bypass, along with the already completed Scone bypass and the future Singleton Bypass, would collectively improve this efficiency even further.

Further information around improvements along the New England Highway corridor is publicly available on the Transport for NSW website.

Question no: 2415

2415. Can TfNSW advise on how the bypass will be monitored to measure its economic and safety impact post-completion?

Answer:

I am advised:

Yes, Transport for NSW advises it measures a variety of impacts following the completion of a major project, with these assessments sometimes taking a number of years to carry out post-completion.

Question no: 2416

2416. Can TfNSW advise on the potential for the bypass to serve as a catalyst for technological investments in traffic management?

Answer:

I am advised:

Yes, Transport for NSW advises to the response to Supplementary Question 2386.

Question no: 2417

2417. Can TfNSW advise on the availability of funding for businesses seeking to expand due to improved access provided by the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises to the response to Supplementary Question 2403.

Question no: 2418

2418. Can TfNSW advise on the potential impact of the bypass on tourism by making regional attractions more accessible?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2362.

Question no: 2419

2419. Can TfNSW advise if there will be pedestrian and cyclist access integrated into the bypass design?

Answer:

I am advised:

Yes, Transport for NSW advises the Muswellbrook Bypass is designed to accommodate active transport movements by providing wide shoulders that are clear of travel lanes.

Question no: 2420

2420. Can TfNSW advise on the anticipated effects on local commercial traffic flow and how businesses can prepare for these changes?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2403.

Question no: 2421

2421. Can TfNSW advise on the provisions for future expansion or additional lanes on the bypass if traffic demand increases?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2381.

Question no: 2422

2422. Can TfNSW advise if the bypass has been designed with consideration for severe weather conditions and climate change impacts?

Answer:

I am advised:

Yes, Transport for NSW advises the Muswellbrook Bypass will be designed to be above the one per cent Annual Exceedance Probability (1 in 100-year average recurrence interval) flood event.

Question no: 2423

2423. Can TfNSW advise on how the bypass might benefit local schools and educational institutions through improved traffic conditions?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2368.

Question no: 2424

2424. Can TfNSW advise on the potential for the bypass to reduce the costs of public services by improving transportation efficiency?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the responses to Supplementary Questions 2361 and 2368.

Question no: 2425

2425. Can TfNSW advise if there are any international partnerships or learning opportunities from similar bypass projects?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2401.

Question no: 2426

2426. Can TfNSW advise on the projected growth in retail and commercial sectors due to increased accessibility from the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises growth in retail and commercial sectors is driven and influenced by a range of economic, social and amenity factors which are external to the perceived or actual impacts from the proposal.

These factors could include the housing supply and demand, interest rates, economic growth, local amenity and accessibility to employment and social infrastructure.

Question no: 2427

2427. Can TfNSW advise if the bypass will have tolls, and if so, how the revenue will be used to benefit the local economy?

Answer:

I am advised:

Yes, Transport for NSW advises no tolls will be introduced on the Muswellbrook Bypass.

Question no: 2428

2428. Can TfNSW advise on the role of the bypass in future-proofing the region's infrastructure against increasing traffic demands?

Answer:

I am advised:

Yes, Transport for NSW advises the New England Highway is a major freight and commuter route forming part of the Sydney to Brisbane corridor of the National Land Transport Network and the primary route connecting the Upper Hunter with Newcastle.

The highway currently passes through Muswellbrook, forming the main road access through the town. The route is restricted by numerous intersections and nearby buildings with minimal setback from the road. The highway carries between 11,000 and 20,000 vehicles through the township each day, around 13 per cent being heavy vehicles.

The Muswellbrook Bypass would include 9.3 kilometres of new highway with a single lane in each direction and a one-metre wide centreline treatment, providing a free flowing 100 km/h alternative route.

The bypass would remove conflicts between local and through vehicles, significantly improving the efficiency of through freight movements along the New England Highway, while also improving safety and local amenity in Muswellbrook.

Question no: 2429

2429. Can TfNSW advise on the measures in place to minimise disruption to local wildlife habitats during construction?

Answer:

I am advised:

Yes, Transport for NSW advises once a contract is awarded, a Flora and Fauna Management Plan will be developed by the contractor to directly address environmental safeguards identified in the Muswellbrook Bypass' Review of Environmental Factors, including specific measures to minimise impacts to local wildlife and their habitat.

Further information is publicly available on the Transport for NSW website.

Question no: 2430

2430. Can TfNSW advise if the bypass is expected to encourage the use of alternative transportation methods such as carpooling or public transit?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the responses to Supplementary Questions 2361 and 2368.

The Muswellbrook Bypass is not expected to impact the community's existing use of alternative transportation methods.

Question no: 2431

2431. Can TfNSW advise on how the bypass aligns with regional economic development plans?

Answer:

I am advised:

Yes, Transport for NSW advises the Muswellbrook Bypass strongly aligns with the Hunter Regional Economic Development Strategy's strategic goals contributing to the 2023 Update's focus on infrastructure investment and inter and intra-connectivity to the broader Hunter.

Question no: 2432

2432. Can TfNSW advise on the safety features specifically designed to minimise accidents on the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises the design and the construction of the Muswellbrook Bypass will be undertaken in accordance with the relevant design standards including but not limited to the Austroads Design Requirements and Australian Standards for Road Design.

Question no: 2433

2433. Can TfNSW advise on any community support programs for residents adjusting to the changes brought by the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises it is not expected residents will require the assistance of support programs, as the Muswellbrook Bypass is mainly a greenfield site which is subject to minor disruptions to the local community during and after construction.

Transport for NSW will continue to consult with local residents and the wider Muswellbrook as the project progresses.

Question no: 2434

2434. Can TfNSW advise on how the bypass will complement existing road safety campaigns in the region?

Answer:

I am advised:

Yes, Transport for NSW advises that as road safety campaigns evolve over time to incorporate new best practice, no specific campaigns related to the Muswellbrook Bypass are currently in development.

Question no: 2435

2435. Can TfNSW advise on strategies for marketing the region to investors and developers due to enhanced transportation infrastructure?

Answer:

I am advised:

Yes, Transport for NSW advises it is continuing to engage with a wide range of key stakeholders around the progress of the Muswellbrook Bypass. Information around the benefits of the bypass are publicly available on the Transport for NSW website.

Question no: 2436

2436. Can TfNSW advise on the economic impact assessment methodologies used to project the bypass's benefits?

Answer:

I am advised:

Yes, Transport for NSW advises this information is Cabinet-in-Confidence. Transport for NSW follows Infrastructure NSW's Infrastructure Investor Assurance Framework to consider benefits and impact via the business case process. Infrastructure NSW regularly publishes business case summaries.

Question no: 2437

2437. Can TfNSW advise on the impact of the bypass on seasonal traffic patterns, especially during holidays and major events?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the responses to Supplementary Questions 2361 and 2368.

Traffic volume information is publicly available on the Transport for NSW website.

Question no: 2438

2438. Can TfNSW advise if there are incentives for eco-friendly transportation methods to utilise the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2419.

Question no: 2439

2439. Can TfNSW advise on the educational campaigns planned to inform the public about the bypass's usage and benefits?

Answer:

I am advised:

Yes, Transport for NSW advises that as the design and construction of the Muswellbrook Bypass progresses, further information detailing benefits and program of work will be provided closer to the start of major work.

Transport for NSW will continue to keep the community informed as the Muswellbrook Bypass progresses.

Question no: 2440

2440. Can TfNSW advise on the impact of the bypass on the efficiency of cross-regional public transportation routes?

Answer:

I am advised:

Yes, Transport for NSW advises this scenario was not modelled as a part of the traffic assessment for the Muswellbrook Bypass, however it is expected all road users will enjoy similar benefits once operational.

Question no: 2441

2441. Can TfNSW advise if there will be specific provisions for oversized and overweight vehicles on the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises the Muswellbrook Bypass will cater for over-size over-mass (OSOM) vehicles, including a one-metre-wide line marked centreline for the full length of the bypass.

This provision will enable greater separation of opposing traffic, reducing the likelihood of a head-on crash, without restricting OSOM vehicles.

Question no: 2442

2442. Can TfNSW advise on the procedures for maintaining traffic flow during extreme weather events given the new bypass?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2422.

Question no: 2443

2443. Can TfNSW advise on the expected competitive advantages for local industries due to the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the responses to Supplementary Questions 2361 and 2368.

Question no: 2444

2444. Can TfNSW advise on the bypass's impact on regional logistics and supply chain dynamics?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2397.

Question no: 2445

2445. Can TfNSW advise if the bypass includes features to accommodate future public infrastructure, such as high-speed internet lines?

Answer:

I am advised:

Yes, Transport for NSW advises this is not within the current scope of the Muswellbrook Bypass.

Question no: 2446

2446. Can TfNSW advise on how the bypass might improve the liveability of Muswellbrook by reducing through-traffic?

Answer:

I am advised:

Yes, Transport for NSW advises the Muswellbrook Bypass would improve safety for all road users in the town centre, particularly relating to heavy and light vehicle interactions, as well as improving amenity.

The Muswellbrook Bypass would significantly reduce heavy vehicle volumes and conflicts between local traffic and through traffic in the Muswellbrook Town Centre. The bypass is anticipated to improve travel times, reduce congestion and provide overarching benefits for both motorists and residents living near major arterial roads in the area such as Maitland Street and New England Highway/Bridge Street.

It is expected the maximum noise events would decrease in number and duration due to reduced traffic volumes, particularly heavy vehicles.

Question no: 2447

2447. Can TfNSW advise on the change in response times for police, fire, and rescue services in the areas surrounding Muswellbrook once the bypass is complete?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2361.

Question no: 2448

2448. Can TfNSW advise on the potential for reduced wear and tear on city roads due to the redirection of heavy traffic to the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises that it is anticipated that the overall maintenance costs of existing roads will reduce as a result of traffic diverting to the Muswellbrook Bypass.

Question no: 2449

2449. Can TfNSW advise on the specific design features of the bypass that will ensure the safety of wildlife and prevent animal-vehicle collisions?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2429.

Question no: 2450

2450. Can TfNSW advise if there are any expected shifts in the modal split of transportation (i.e., from car to public transport) due to the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2430.

Question no: 2451

2451. Can TfNSW advise on the impact the bypass is expected to have on local agricultural businesses and the transport of goods?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the responses to Supplementary Questions 2361, 2368 and 2397.

Question no: 2452

2452. Can TfNSW advise on the integration of the bypass with other planned or existing infrastructure projects in the region?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2414.

Question no: 2453

2453. Can TfNSW advise on how the bypass will handle runoff and ensure that local waterways are protected from pollution?

Answer:

I am advised:

Yes, Transport for NSW advises a Surface and Groundwater Assessment was prepared for the Muswellbrook Bypass which considered both construction and operational impacts to surface water and groundwater.

This assessment also provided a range of management measures to reduce or otherwise mitigate potential adverse impacts.

Further information is available on the Transport for NSW website.

Question no: 2454

2454. Can TfNSW advise if there are provisions for future technological advancements, such as charging stations for electric vehicles, along the bypass?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2402.

Question no: 2455

2455. Can TfNSW advise on how the construction of the bypass will minimise impact on the daily lives of Muswellbrook residents?

Answer:

I am advised:

Yes, Transport for NSW advises construction activities will be guided by a Construction Environmental Management Plan to ensure all work is carried out to Transport specifications.

Question no: 2456

2456. Can TfNSW advise on the measures being implemented to ensure the bypass will withstand future traffic growth for the next several decades?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2381.

Question no: 2457

2457. Can TfNSW advise on the impact the bypass might have on reducing traffic-related noise pollution in residential areas?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2378.

Question no: 2458

2458. Can TfNSW advise on the expected economic impact of the bypass on the local hospitality and service industries?

Answer:

I am advised:

Yes, Transport for NSW advises impacts on local hospitality and service industries are driven and influenced by a range of economic, social and amenity factors which are external to the perceived or actual impacts from the proposal.

These factors could include the housing supply and demand, interest rates, economic growth, local amenity and accessibility to employment and social infrastructure.

Question no: 2459

2459. Can TfNSW advise on the long-term benefits of improved road safety due to the bypass in terms of reduced healthcare costs?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2364.

Question no: 2460

2460. Can TfNSW advise on the provision of rest areas or service centres along the bypass that could serve as economic hubs and provide amenities for travellers?

Answer:

I am advised:

Yes, Transport for NSW advises there are no changes to existing rest areas or new rest areas proposed as part of the Muswellbrook Bypass.

The nearest existing rest area is located at Rixs Creek (approximately 5.2 kilometres north of Singleton and 35 kilometres south of the bypass) and is accessible to New England Highway traffic travelling in both directions.

Question no: 2461

2461. Minister, what does "restore and repair" specifically involve for the historic Cuttagee wooden bridge according to the \$15m funding promise?

Answer:

I am advised:

Yes, Transport for NSW advises the \$15 million commitment is to fund a Bega Valley Shire Council project which is still in the early planning stages. Council is planning to determine the future design and materials for the bridge project.

Question no: 2462

2462. Minister, how will the government reconcile the Bega Valley Shire Council's preference for a concrete bridge with community concerns for heritage conservation?

Answer:

I am advised:

Yes, Transport for NSW, at this stage, Bega Valley Shire Council has not confirmed the scope of the project and has indicated there is a need for significant community consultation before the planning process for the bridge can commence.

Question no: 2463

2463. Minister, in response to the Cuttagee fires, what disaster resilience measures are being considered for the bridge restoration?

Answer:

I am advised:

Yes, Transport for NSW will continue to work with Bega Valley Shire Council throughout the planning phase of Council's project.

Question no: 2464

2464. Minister, how will compliance with Transport Construction Standards be achieved for the wooden bridge through the restoration project?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2463.

Question no: 2465

2465. Minister, what enhancements are planned to accommodate essential service vehicles over the current weight-restricted bridge?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2463.

Question no: 2466

2466. Minister, how is the project budget being planned to support bridge upgrades for heavier emergency service vehicles?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2463.

Question no: 2467

2467. Minister, considering the urgency highlighted by recent emergencies, what are the plans to expedite the bridge restoration?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2463.

Question no: 2468

2468. Minister, how will local community input be integrated into the decision-making process for the bridge's restoration?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2463.

Question no: 2469

2469. Minister, can you provide examples of successful upgrades to similar historic structures that align with modern standards?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2463.

Question no: 2470

2470. Minister, how will the restoration be coordinated with Transport for NSW to meet the needs of regional road infrastructure?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2463.

Question no: 2471

2471. Minister, what measures are in place to mitigate the increased risks to emergency services due to the bridge's limitations?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2463.

Question no: 2472

2472. Minister, is there a temporary solution in place for the weight limit issue while the bridge restoration is underway?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2463.

Question no: 2473

2473. Minister, how will the economic impacts on locals, dependent on the bridge for transport, be addressed in the restoration plan?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2463.

Question no: 2474

2474. Minister, will the government ensure a transparent restoration process with regular progress updates?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2463.

Question no: 2475

2475. Minister, how will the bridge's cultural and historical significance be preserved during the restoration?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2463.

Question no: 2476

2476. Minister, are there any plans to use modern engineering to replicate the wooden bridge's aesthetic while enhancing safety?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2463.

Question no: 2477

2477. Minister, could you detail the potential environmental impacts of the restoration and the mitigation strategies?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2463.

Question no: 2478

2478. Minister, how will the government address issues such as the inability to transport materials across the bridge, impacting local residents' safety measures?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2463.

Question no: 2479

2479. Minister, will there be compensation for community members negatively affected by the bridge's weight restrictions?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2463.

Question no: 2480

2480. Minister, what guarantees can be provided that the restored bridge will be better equipped to handle future natural disasters?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2463.

Question no: 2481

2481. Minister, the former Coalition Government announced \$2,461,625 under Fixing Country Roads Round 6 for the Hovell Street Causeway Upgrade in Cootamundra, this funding deed has been signed by Cootamundra-Gundagai Regional Council back in May, with no

Answer:

I am advised:

Under the former NSW Government, in 2019, \$80.3 million was taken from the Fixing Country Roads program and the grant website decommissioned. There were approximately 69 applications still sitting in the portal after the website was decommissioned.

The removal of the funding was revealed by the NSW Labor Opposition in 2021, and after much advocacy by the NSW Labor Opposition the funding was returned to the program in the 2022/23 financial year.

Successful projects were announced by the former Coalition Government in February 2023.

The Minns NSW Government has confirmed Fixing Country Roads Round 6 will go ahead as planned, and 27 of the 29 funding deeds have already been signed and returned to councils.

Transport for NSW advises that the deed for Hovell Street Causeway Upgrade in Cootamundra was executed in October 2023 and returned to Council via Infrastructure NSW.

Question no: 2482

2482. Cootamundra has been flooded severely more than once in the last 12 months. Minister, do you think flood mitigation strategies are important for towns in Regional NSW including the ability for Emergency Services and first responders to have full acc

Answer:

I am advised:

Yes. Transport for NSW advises the NSW Reconstruction Authority (NSWRA) is leading a recommendation from the Independent 2022 NSW Flood Inquiry to develop a state-wide road evacuation plan to establish a coordinated view of evacuation routes to ensure they are well maintained and, particularly with the Australian Government, ensure that funding is coordinated and priorities to target upgrades where it is most needed to increase flood

resilience. Transport for NSW will support the plan. Further details should be referred to the Minister for Emergency Services.

The recommendation includes identifying and prioritising communities at high risk of flooding where access and egress will be affected (for example, rural communities connected by a single road affected by landslips).

The NSWRA has developed the State Disaster Mitigation Plan (SDMP) which is a critical tool setting out the State-wide framework and toolkit for disaster risk reduction, augmented by a place-based focus and a community-centric approach.

The SDMP includes 37 priority actions to respond to identified gaps including one around Evacuation Infrastructure for the development of a State-wide framework for evacuation infrastructure capacity, analysis and upgrades. The framework:

- establishes processes and tools to assess or review existing and future evacuation capacity of infrastructure to ensure people can evacuate within a warning time.
- is embedded in transport, land-use, bushfire, flood and tsunami planning arrangements, and
- identifies roles, responsibilities and resourcing requirements for the development and maintenance of evacuation infrastructure.

Other applicable priority actions outlined in the SDMP include:

- Develop a State policy for large-scale multi-hazard managed relocation
- Explore infrastructure mitigation options for landslides.
- Develop framework and supporting processes and tools for determining tolerable natural hazard risk for different development types and land uses; and implement in land use policy and legislation.
- Develop a strategic management plan for the NSW flood gauge network, and include solutions to the identified challenges of ownership, maintenance, and ongoing funding arrangements.
- Conduct a technology pilot program to evaluate the functionality, effectiveness and reliability of intelligent sensors as part of flood and/or bushfire warning systems and implement technology.
- Improve multi-hazard risk awareness and preparedness in NSW through the delivery of:
 - a revised Get Ready Program Logic and Index to reflect a multi-hazard approach to State-wide preparedness that complements emergency management agency activities, The program logic will define objectives, roles, and responsibilities, funding, priorities, monitoring and evaluation, and measurement.
 - an annual 'Get Ready NSW' multi-hazard public awareness action campaign; measure its impact and share results with local government emergency management and key community partners.
 - a 'Get Ready NSW' fund and guidelines to support councils and community-based organisations to deliver local awareness and preparedness activities.
 - update the 'Get Ready NSW' baseline survey to reflect new data requirements to measure LGA-based levels of preparedness on a yearly basis.
 - culturally appropriate, multilingual and accessible communications across a diverse range of formats, channels, platforms and forums to reach diverse communities including distinct cultural and linguistic groups and Aboriginal and Torres Strait Islander communities.

As part of the NSW Government's response to recent severe weather events, several priority resilience programs have been implemented to provide assistance for extreme weather and natural disasters, and prepare for future events, including the Regional Roads and Transport Recovery Package.

Additionally, the NSW Government has committed \$390 million for the Regional Emergency Road Repair Fund to improve roads in regional NSW as well as \$334 million for the Regional Roads Fund to build new roads in rural and regional areas.

Question no: 2483

2483. Hovell Street Causeway is a low point for the town of Cootamundra, and recently the town was cut in half, do you think the scrapping of this funding is fair to that community?

Answer:

I am advised:

Yes. Please refer to the response to Supplementary Question 2481.

Question no: 2484

2484. What advice have you received from the Department(TfNSW) in relation to the Hovell Street Causeway?

Answer:

I am advised:

Yes. Please refer to the response to Supplementary Question 2481.

Question no: 2485

2485. Minister, what communication have you given the Department with respect to Fixing Country Roads Round 6?

Answer:

I have asked them to expedite the release of the funding.

Question no: 2486

2486. Why is there significant stalling and a lack of communication with respect to execution of funding deeds for Round 6 of Fixing Country Roads?

Answer:

I am advised:

Yes. Please refer to the response to Supplementary Question 2481.

Question no: 2487

2487. Minister, have you made representations to the Treasurer as of 1/11/2023 to request Treasury to execute the deeds for Round 6 of the Fixing Country Roads program?

Answer:

I am advised:

Y

Yes. Please refer to the response to Supplementary Question 2481.

Question no: 2488

2488. Minister, did you visit the Wallendbeen bridge on 7 July 2023?

Answer:

I am advised:

Yes.

Question no: 2489

2489. Minister, why was Port Stephens Cutting in the Northwest of NSW not included in the 2023/24 budget?

Answer:

I am advised:

Transport for NSW advises NSW Government funding for the project is located within its operating budget.

Question no: 2490

2490. Minister, is \$5 million of State Government commitment been retained in the budget? If so why have you hidden it?

Answer:

I am advised:

Yes, Transport for NSW advises NSW Government funding for the project is located within its operating budget.

Question no: 2491

2491. Minister, is \$20m in Federal funding attached to the redevelopment of this road?, have you had any discussions with the federal government to ensure the funding is retained?

Answer:

I am advised:

Yes, Transport for NSW advises information about the Infrastructure Investment Program Strategic Review outcome is available on the Australian Government Department of Infrastructure, Transport, Regional Development, Communications and the Arts website.

Question no: 2492

2492. Minister, do you acknowledge that Port Stephens Cutting is an unacceptable route for the freight transport industry and the community?

Answer:

I am advised:

Yes, Transport for NSW advises Port Stephens Cutting was identified in the Namoi Roads Network Strategy as an important freight and commuter link connecting the people of Tamworth to the coast via the Thunderbolts Way.

Question no: 2493

2493. Minister, when do you anticipate work can begin on the upgrade?

Answer:

I am advised:

Yes, Transport for NSW advises initial preliminary investigations have commenced.

Question no: 2494

2494. Minister, why did you axe the \$250 Regional Travel Card?

Answer:

I am advised:

The Regional Seniors Travel Card program is now closed to new applications. The program was established as a trial by the former government but did not provide funding in the Budget for the program beyond 2023. Nor were any election commitments made.

After more than a decade of neglect by the Coalition government, we all know someone who has lost a loved one on the roads or suffered severe damage to their vehicle due to the poor condition of our roads. Faced with a choice between investing in safer roads or a travel card for some groups within the community, we have chosen safer roads.

We have announced \$390M of funding for urgent road repair and maintenance work through the newly created Regional Emergency Road Repair Fund (RERRF), to be delivered this year in the Minns Government's first budget. This priority funding will be shared among all 95 eligible regional councils and authorities, based on the total kilometres of Regional and Local roads they are responsible for managing within their Local Government Area.

This funding initiative is about ensuring the roads used by regional communities daily are safe, reliable and efficient - so people can travel around town, go to work, visit their family and friends, and keep our supply chains moving.

The NSW Government is supporting cost of living for all NSW residents through the Service NSW Savings Finder service available at <https://www.service.nsw.gov.au/campaign/savings-finder> or through the Service NSW App.

Transport for NSW advises concessions are available to pensioners and seniors. These include access to the \$2.50 Senior/Pensioner fare for holders of a Pensioner Concession Card or the NSW Seniors Card. This fare is available through the Gold Opal Card, the Regional Excursion Daily ticket on regional bus services and the Country Pensioner Excursion on NSW TrainLink services.

In addition to these public transport concessions, eligible pensioners can have their registration fees, motor vehicle tax and conditional registration fees waived for a single vehicle.

The NSW government also offers the isolated patients Travel and Accommodation Assistance Scheme (IPTAAS) which provides financial assistance towards travel and accommodation costs when you need to travel more than 100km one way or 200km within a week for appointments to the same medical practitioner or health service for specialised medical treatment that is not available locally.

Seniors are also eligible for the Seniors Energy Rebate if they meet certain criteria.

Question no: 2495

2495. Minister, are you aware that many places such as Coles, and Woolworths already offer the 4 cents per litre shop-a-docket, so how are our Seniors gaining any benefit over the rest of the community?

Answer:

I am advised:

United Petroleum is responsible for their decision to apply a four cent per litre discount to eligible seniors. Their decision does not represent government policy and does not replace the Regional Seniors Travel Card.

I refer you to the response to Supplementary Question 2494.

Question no: 2496

2496. Minister, are you able to advise how many 'United' service stations are located across regional NSW?

Answer:

I am advised:

There is publicly available information to assist with finding participating outlets, on the Department of Communities and Justice website at <https://www.nsw.gov.au/community-services/seniors-card/deals-discounts/united-fuel-offer>.

Question no: 2497

2497. Minister, how do Seniors who live in regional areas where there is not a 'United' service station benefit?

Answer:

I refer you to the response to Supplementary Question 2494.

Question no: 2498

2498. Minister, do you agree this will have a massive impact on the cost-of-living pressures seniors are already facing?

Answer:

I refer you to the response to Supplementary Question 2494.

Question no: 2499

2499. Minister, 66.35% of Seniors in the Cootamundra Electorate used these vouchers, what else will your Government be offering to support seniors?

Answer:

Please refer to the response to Supplementary Question 2494.

Question no: 2500

2500. Minister, how much money is the NSW Government planning on committing to the Tripoli Way Bypass Project in Shellharbour City in this financial year and the outer years?

Answer:

Please refer to the response to Supplementary Question 2501.

Question no: 2501

2501. Minister, Labor's campaign pledge for Tripoli Way was that 'only Labor will deliver the Tripoli Way bypass'. Can you tell me how much additional money Labor has promised on top of that committed by the former Coalition Government? What discussions h

Answer:

I am advised:

We have committed an additional \$4.2M to Shellharbour City Council for the Tripoli Way extension to help with inflationary costs.

Transport for NSW and the NSW Government are supporting Shellharbour City Council with this project which would provide an alternate route for people travelling through Albion Park.

Transport for NSW has previously met with Council to discuss the progress of Council's project development and committed to further supporting them by sharing information about strategic investigations completed by Transport for NSW's planning team.

Question no: 2502

2502. Minister, what is the status of the Frasers Creek Flood study being undertaken by TfNSW? and what action will TfNSW be taking to improve flood free access to residents of Albion Park?

Answer:

I am advised:

Transport for NSW is working with Shellharbour City Council to address flooding in Albion Park by reviewing the current flood study, including Frasers Creek and the roads which link to the Albion Park Rail bypass.

Several options are being investigated and tested by the flood modelling to determine what options could improve flooding in the area. This modelling is critical to determining the feasibility of the options identified. Once the modelling has been finalised, a preferred option or options to improve the flooding can be determined.

The focus of the options assessment is to improve flood resilience of the road network, without diverting flooding to local residences.

Question no: 2503

2503. Minister, on the Nowra Bypass, how much money has been allocated to the Nowra Bypass by the NSW Government?

Answer:

I am advised:

Yes, Transport for NSW advises the NSW Government has committed \$8 million towards planning for the Nowra bypass project.

Question no: 2504

2504. Minister, has the NSW Government discussed a funding agreement with the Commonwealth Government to fund the Princes Highway upgrades?, including the Nowra Bypass is the agreement an 80/20 split similar to the Pacific Highway?

Answer:

I am advised:

Yes, Transport for NSW advises information about the Infrastructure Investment Program Strategic Review outcome is available on the Australian Government Department of Infrastructure, Transport, Regional Development, Communications and the Arts website.

Question no: 2505

2505. Minister, what consultation work is occurring on the Nowra Bypass with the local community? What update can you give this committee and the local community on the Nowra Bypass?

Answer:

I am advised:

Yes, Transport for NSW advises information about consultation on the Nowra Bypass and Transport Improvements Project, Princes Highway upgrade program is available on its website.

Additional consultation with key stakeholders has also occurred.

Question no: 2506

2506. Minister, can you give an update on the East Nowra Sub Arterial? I note that only \$1 million in planning was allocated in this budget – could this project be expedited with more funding?

Answer:

I am advised:

Yes, Transport for NSW advises this information is publicly available on its website.

Question no: 2507

2507. Minister, what is the status of the Toolijooa Passing Loop Project on the South Coast Rail line? Will it be progressing?

Answer:

I am advised:

Yes, Transport for NSW advises that following the findings of the NSW Strategic Infrastructure Review, the NSW Government has agreed to delay and descope the Fast Rail Program including the Toolijooa Passing Loop project which is part of Fast Rail Program. No further activities are planned at this stage.

Transport for NSW will continue to monitor patronage and services along the South Coast Line as part of the wider timetable review.

Question no: 2508

2508. Minister, will the South Coast Line be getting new trains? Will this require any upgrades to south coast line stations between Kiama and Bomaderry? If so, when will those upgrades occur?

Answer:

I am advised:

Yes, Transport for NSW advises that the NSW Government is delivering the new, state-of-the-art Mariyung fleet of intercity trains which will provide a new level of comfort and convenience for the thousands of customers who travel between Sydney and the Central Coast and Newcastle, the Blue Mountains, and the South Coast.

This information is publicly available on the Transport for the NSW website.

Question no: 2509

2509. Minister, Is the Milton Ulladulla Bypass subjective to the Federal Government's infrastructure review? What impacts will this have on the delivery of this project? When will this project start?

Answer:

I am advised:

Yes, Transport for NSW advises information about the Infrastructure Investment Program Strategic Review outcome is available on the Australian Government Department of Infrastructure, Transport, Regional Development, Communications and the Arts website.

Question no: 2510

2510. Minister, was the Jervis Bay Road Interchange subject to the Federal Governments Infrastructure Review? And what impact did this have on delaying the project? Has all the land been purchased for this project? And when will this project start?

Answer:

I am advised:

Yes, Transport for NSW advises information about the Infrastructure Investment Program Strategic Review outcome is available on the Australian Government Department of Infrastructure, Transport, Regional Development, Communications and the Arts website. Information around Jervis Bay Road and Princes Highway intersection is publicly available on the Transport for the NSW website.

Question no: 2511

2511. Minister, What is the Government's priority around level crossings in NSW?

Answer:

I am advised:

Yes, Transport for NSW advises information about the Level Crossing Strategy Council Strategic Plan, the Level Crossing Improvement Program, and Level Crossing Policy is available on its website.

Question no: 2512

2512. Minister, when will changes be made to the Lord Howe Island School Student Transport Scheme to allow parents to book the flights themselves and see reimbursement?

Answer:

I am advised:

Yes, Transport for NSW advises this change was implemented in April 2023.

Question no: 2513

2513. Minister, what actions and decision have you taken to support job growth and engage new workers in the Transport Industry?

Answer:

I am advised:

Information about the Infrastructure Skills Legacy Program is available on the NSW Government website. Please also refer to Q2516 and Q2517.

Question no: 2514

2514. Minister, how much funding did you secure in the recent NSW Budget for the construction and delivery of the GobbaBridge in Wagga Wagga?

Answer:

I am advised:

Yes, Transport for NSW advises no funding was allocated for Gobbagombalin Bridge in the 2023-24 NSW Government budget.

Question no: 2515

2515. Minister, how many train stations in NSW are fully accessible?

Answer:

I am advised:

Transport for NSW advises it implements a range of initiatives to support job growth and engage new workers in the transport industry, including regional talent attraction activities, Aboriginal regional careers employment information sessions, regional school visits and regional university careers fairs, and entry level talent programs.

Question no: 2516

2516. Minister, what initiatives is the NSW Government using to train heavy vehicle drivers for freight and passenger transport?

Answer:

I am advised:

Yes, Transport for NSW advises it has been supporting a review of the licencing framework (led by Austroads), explores ways to help improve road safety and job readiness of newly licensed drivers.

Regulatory programs such as Heavy Vehicle Competency Based Assessment training courses, Snow Driver Training and the NSW Livestock Loading Scheme Driver Learning and Assessment support a heavy vehicle licencing.

Question no: 2517

2517. Minister, can you advise what strategies are in place to assist the recruitment of bus drivers to regional New South Wales?

Answer:

I am advised:

Yes, Transport for NSW advises information about the Bus Industry Taskforce recommendations is available on its website.

In addition, regional bus operators are supported by Transport for NSW and have implemented a number of measures in regional areas where shortages are being experienced, including traineeship programs, enhancement of recruitment capability, open days, advertising, sign on referral and retention bonuses and improved facilities, and flexible rostering to promote inclusivity and diversity.

Question no: 2518

2518. How many invoices to suppliers or contactors from your portfolio agency were not paid on time since 28 March 2023, broken down by agency?

Answer:

I am advised:

Yes, Transport for NSW advises details are contained in the Transport for NSW Annual Report under the heading 'Payment of accounts'.

Details for the period 28 March 2023 to 30 June 2023 form part of the Transport for NSW Annual Report 2022-23.

Details for the period 1 July 2023 to 30 June 2024 will form part of the Transport for NSW Annual Report 2023-24.

Question no: 2519

2519. How many invoices to suppliers or contactors from your portfolio agency were paid over 30 days late on time since 28 March 2023, broken down by agency?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2518.

Question no: 2520

2520. How many invoices to suppliers or contactors from your portfolio agency were paid over 60 days late on time since 28 March 2023, broken down by agency?

(a) What was the penalty for paying suppliers or contactors late, broken down by agency?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2518.

Question no: 2521

2521. Has your Ministerial car been subject to any traffic or parking fines?

(a) If so, please provide details of each fine?

(b) Who was driving the car at the time of each incident?

(c) Who paid any of the fines?

Answer:

I am advised:

This matter is the subject of a Government Information (Public Access) Act 2009 (GIPA) (Cross-14) release, reference number PD_A5881802 that can be found on the Premier's

Department disclosure log. Where a fine is incurred, the payment of the fine is the responsibility of the driver of the vehicle.

Question no: 2522

2522. Has your Ministerial Car been pulled over by the police?
(a) If so, who was driving the car?

Answer:

I am advised:

The department does not record these types of events.

Question no: 2523

2523. Has the Minister been the subject of any workplace complaints, including bullying, harassment, and sexual harassment?

Answer:

I am advised:

Any complaint or disclosure made under the Respectful Workplace Policy is confidential. The Respectful Workplace Policy applies to all Ministerial Offices and staff and is published on the Cabinet Office's Website. As noted in the Goward review, a key aspect of effective workplace complaint policies is confidentiality in the complaint and investigation process. Confidentiality ensures that staff feel safe about raising concerns and confident that action will be taken in response.

Question no: 2524

2524. How much did the Department/agencies within your portfolio responsibilities spend in legal costs since 28 March 2023?
(a) For what specific purposes or matters was legal advice sought?

Answer:

I am advised:

Financial Statements, including legal, consulting, travel related expenses and any other general costs from third party service providers, are contained in agency/department annual reports.

Details for the period 28 March 2023 to 30 June 2023 form part of 2022-23 agency/department annual reports.

Details for the period 1 July 2023 to 30 June 2024 will form part of the 2023-24 agency/department annual reports.

Question no: 2525

2525. Have any Department/agencies within your portfolio responsibilities engaged any consultants to provide the following services or advice since 28 March 2023:

- (a) Social media?
 - i. What were the cost of these services?
- (b) Photography?
 - i. What were the cost of these services?
- (c) Videography?
 - i. What were the cost of these services?
- (d) Acting training?
 - i. What were the cost of these services?
- (e) Ergonomics?
 - i. What were the cost of these services?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2524.

Question no: 2526

2526. Since 28 March 2023, how many consultancy contracts have been signed in your portfolio agencies, broken down by agency?
- (a) What was the individual amount of each contract?
 - (b) What is the purpose of each contract?
 - (c) Who was the contract with?
 - (d) Did the contract go to a competitive tender?

Answer:

I am advised:

Yes, Transport for NSW advises to refer to the response to Supplementary Question 2524.

Question no: 2527

2527. For each department, statutory agency and/or other body in the Minister's portfolio please report:
- (a) How many credit cards are currently on issue for staff?
 - i. Please provide a break-down of this information by grade.
 - (b) What was the value of the largest reported purchase on a credit card for the last year?
 - (c) What was each largest reported purchase for?
 - (d) What was the largest amount outstanding on a single card at the end of a payment period and what was the card holder's employment grade?
 - (e) How many credit cards have been reported lost or stolen?
 - i. What was the cost to replace them?
 - (f) How many credit card purchases were deemed to be illegitimate or contrary to agency policy?
 - i. What was the total value of those purchases?
 - ii. How many purchases were asked to be repaid on the basis that they were illegitimate or contrary to agency policy and what was the total value thereof?
 - iii. Were all those amounts repaid?
 - iv. If no, how many were not repaid, and what was the total value thereof?
 - (g) What was the largest purchase that was deemed illegitimate or contrary to agency policy and asked to be repaid, and what was the cardholder's employment grade?
 - i. What amount was repaid, in full?

- ii. What amount was left unpaid?
 (h) Are any credit cards currently on issue connected to rewards schemes?
 i. Do staff receive any personal benefit as a result of those reward schemes?
 (i) Can a copy of the staff credit card policy please be provided?"

Answer:

I am advised:

Yes, Transport for NSW advises the use and management of purchasing (credit) cards for official purposes is in accordance with the Transport for NSW Purchasing Card Policy which is publicly available on the Transport for NSW website.

Question no: 2528

2528. How many senior executive service employees were employed by each Department/agency within your portfolio responsibilities on:

- (a) 28 March 2023?
 (b) 23 October 2023?

Answer:

I am advised:

Yes, Transport for NSW advises information regarding senior executives is publicly available in Annual Reports.

Question no: 2529

2529. What is the expenditure on senior executive service employees employed by each Department/agency within your portfolio responsibilities since 28 March 2023?

Answer:

I am advised:

Yes, Transport for NSW advises information about senior executive remuneration is publicly available in Annual Reports. Salaries and wages are included under employee related expenses in the Financial Statements of the Annual Report.

Question no: 2530

2530. How many individuals were employed as internal legal counsel by each Department/agency within your portfolio responsibilities on:

- (a) 28 March 2023?
 (b) 23 October 2023?

Answer:

I am advised:

Yes, Transport for NSW advises based on a search of 'legal', 'lawyer', with administrative roles removed:

- (a) 28 March 2023

DoT	NSWT	OTSI	Syd Metro	Syd Trains	TAHE	TfNSW	TOTAL
0	0	0	25	0	4	90	119

(b) 23 October 2023

DoT	NSWT	OTSI	Syd Metro	Syd Trains	TAHE	TfNSW	TOTAL
0	0	0	27	1	4	91	123

Question no: 2531

2531. What is the expenditure on internal legal counsel employees employed by each Department/agency within your portfolio responsibilities 28 March 2023?

Answer:

I am advised:

Yes, Transport for NSW salaries and wages are included under employee related expenses in the Financial Statements of the Annual Report.

Question no: 2532

2532. How many redundancies were processed by each Department/agency within your portfolio responsibilities since 28 March 2023?

(a) Of these redundancies, how many were:

- i. Voluntary
- ii. Forced

(b) What was the total cost of all redundancies in each Department/agency within your portfolio responsibilities?

Answer:

I am advised:

Yes, Transport for NSW advises redundancies are published in Annual Reports under employee related expenses.

Question no: 2533

2533. Is any former employee from your ministerial office now employed by any Department/agency within your portfolio responsibilities?

Answer:

I am advised:

No.

Question no: 2534

2534. How many staff were dismissed from each Department/agency under your portfolio responsibilities since 28 March 2023?

(a) Without identifying individuals, what were the reason(s) for each dismissal?

Answer:

I am advised:

Transport for New South Wales advises the termination of an employee is treated confidentially and is managed in accordance with the *Government Sector Employment Act 2013* and relevant accompanying policies.

Question no: 2535

2535. What was the total amount each of the Departments/agencies under your portfolio responsibilities spent on stationery since 28 March 2023?

Answer:

I am advised:

Yes, Transport for NSW advises spending on office stationery is in accordance with standard procurement arrangements.

Question no: 2536

2536. How many employees in each Department/agency within your portfolio responsibilities are working in an 'acting' capacity?

Answer:

I am advised:

Yes, Transport for NSW advises internal mobility is encouraged and acting arrangements are supported as part of the Department's Performance Development Framework.

Question no: 2537

2537. What is the average number of days worked from home by employees in each Department/Agency within your portfolio responsibilities?

Answer:

I am advised:

Yes, Transport for NSW advises it continues to employ a hybrid working model based on corporate and operational needs.

Question no: 2538

2538. What was the total expenditure since 28 March 2023 by each Department/agency within your portfolio responsibilities on:

- (a) Taxi hire?
- (b) Ridesharing services?
- (c) Limousine/private car hire?
- (d) Hire car rental?

Answer:

I am advised:

Yes, Transport for NSW advises these items are contained within the travel costs category in Annual Reports.

Question no: 2539

2539. Do any senior executive service employees in any of the Departments/agencies under your portfolio responsibilities have a driver that is paid for by the Department/agency?

(a) If so, what is the number of senior executive service employees that have a driver, and which senior executive service employees have a driver?

(b) How much was spent on these drivers since 28 March 2023?

Answer:

I am advised:

Yes, Transport for NSW advises no senior executive service employees have a dedicated driver.

Question no: 2540

2540. Since 28 March 2023, how much has been spent on charter air flights by your portfolio agencies, broken down by agency?

Answer:

I am advised:

Yes, Transport for NSW advises all domestic and international travel bookings for official business must be made through the NSW Government's approved travel management supplier. Official travel is taken in accordance with the NSW Government travel policy.

Question no: 2541

2541. Since 28 March 2023, how much has been spent on domestic flights by your portfolio agencies, broken down by agency?

(a) Of these, how many flights were taken in business class?

(b) Of these, how many flights were taken in first class?

Answer:

I am advised:

Yes, Transport for NSW advises official travel is taken in accordance with the NSW Government travel policy.

Question no: 2542

2542. Since 28 March 2023, how much has been spent on overseas flights by your portfolio agencies, broken down by agency?

(a) Of these, how many flights were taken in business class?

(b) Of these, how many flights were taken in first class?

Answer:

I am advised:

Yes, Transport for NSW advises official travel is taken in accordance with the NSW Government travel policy. Travel costs are publicly available in Annual Reports.

Question no: 2543

2543. Was an efficiency dividend applied to any Department/agency within your portfolio responsibilities in the 2023-24 NSW Budget?

(a) If so, what was the efficiency dividend applied to each Department/agency?

(b) What measures are being considered to achieve this efficiency dividend?

Answer:

I am advised:

Yes, Transport for NSW advises the efficiency dividends are applied at a whole of Transport portfolio level across all agencies.

Transport operating savings include:

- Reducing labour hire
- Reducing spending on consultants
- Reducing advertising spend (excluding road safety campaigns)
- Reducing travel costs
- Reducing legal expenses
- Reducing the number of senior executives across the public sector
- Freezing levels of pay for public sector senior executives.

Question no: 2544

2544. How many GIPA Applications have been received by your ministerial office since 28 March 2023?

(a) How many of these Applications have been accepted?

(b) How many of these Applications have been rejected?

(c) If so, what were the reasons provided?

(d) How many of these Applications were re-assigned?

(e) How many of these Applications had fees waived/reduced?

(f) Please provide in table form the following details of each Application received by your office:

- i. Date received.
- ii. Date acknowledged.
- iii. Date responded.
- iv. The description provided for the information sought.

Answer:

I am advised:

Information concerning the obligations of a Minister's office as an agency under the Government Information (Public Access) Act 2009 (the Act) is required to be submitted to

the Attorney General in accordance with section 125(2) of the Act. The information is included in the annual report of the Department of Communities and Justice in accordance with sections 125(3) and (5) of the Act.

Question no: 2545

2545. How many GIPA Applications have been received by each Department/agency within your portfolio responsibilities since 28 March 2023?
 Department/agency within your portfolio responsibilities since 28 March 2023?

- How many of these Applications have been accepted?
- How many of these Applications have been rejected?
- If so, what were the reasons provided?
- How many of these Applications were re-assigned?
- How many of these Applications had fees waived/reduced?
- Please provide in table form the following details of each Application received by your office:
 - Date received.
 - Date acknowledged.
 - Date responded.
 - The description provided for the information sought.

Answer:

I am advised:

Information concerning an agency's obligations under the Government Information (Public Access) Act 2009 (the Act) is included in the relevant agency annual report in accordance with section 125(1) of the Act. Further information about applications received by the Department and agencies within the portfolio are available on the disclosure log for each Department/agency on their respective websites.

Question no: 2546

2546. How much has your ministerial office spent on hospitality, including catering and beverages, since 28 March 2023?

Answer:

I am advised:

Catering provided for official purposes may be funded from the Ministerial office budget. As Members of Parliament, Ministers have credit facilities extended to them for dining and hospitality at Parliament House. The facilities may be used for business or private purposes.

Question no: 2547

2547. How much have Departments/agencies within your portfolio responsibilities spent on hospitality, including catering and beverages, since 28 March 2023?

Answer:

I am advised:

Hospitality costs, including catering and beverages are contained within the other

expenses category in the Other Operating Expenses note of the audited financial statements within the Department / Agency's Annual Report. The costs for the period 28 March 2023 to 30 June 2023 form part of the Department / Agency Annual Report 2022-23. These reports are due to be released shortly. Costs for the period 1 July 2023 to 30 June 2024 will form part of the Department / Agency Annual Report 2023-24.

Question no: 2548

2548. Have you been the recipient of any free hospitality?

(a) What was the total value of the hospitality received?

Answer:

I am advised:

Ministers are required to declare to the Secretary of TCO certain gifts and hospitality with a market value of more than \$500 under Part 4 of the Schedule to the Ministerial Code.

This is a continuous obligation for which Ministers are personally responsible.

I comply with my obligations under Part 4 of the Schedule to the Ministerial Code.

Question no: 2549

2549. Have any staff members in your office been the recipient of any free hospitality?

(a) What was the total value of the hospitality received?

(b) Are these gifts of hospitality declared publicly?

(c) Do staff declare their gifts publicly?

Answer:

I am advised:

All Ministerial staff are required to comply with their disclosure obligations under the Gifts, Hospitality and Benefits Policy for Office Holder Staff and I expect them to do so.

I am advised;

A breach of the Policy may be a breach of the Office Holder's Staff Code of Conduct.

The Policy includes disclosure obligations for Ministerial staff in respect of gifts, hospitality and benefits over \$150. These disclosures are kept on the Office Holder's Register of Gifts and Benefits. If a Ministerial staff member is required by their role to accompany their

Office Holder at an event that the Office Holder is attending as the State's representative, or where the Office Holder has asked the staff member to attend, then attendance at that

event would not constitute a gift or benefit for the purposes of the Policy

Question no: 2550

2550. Have any Departments/agencies within your portfolio responsibilities utilised the services of Labour Hire Firms since 28 March 2023? If yes, please advise in table form:

(a) The names of the firms utilised.

(b) The total amount paid to each firm engaged.

(c) The average tenure period for an employee provided by a labour hire company.

(d) The longest tenure for an employee provided by a labour hire company.

(e) The duties conducted by employees engaged through a labour hire company.

- (f) The office locations of employees engaged through a labour hire company.
- (g) The highest hourly or daily rate paid to an employee provided by a labour hire company.

Answer:

I am advised:

Yes, Transport for NSW advises contractor costs are publicly available in Annual Reports. Transport agencies act in accordance with the mandatory whole-of-government Contingent Workforce Scheme. Information on Contractor Central and the Scheme, including registered suppliers can be found on the NSW Procurement Buy.Nsw website.

Question no: 2551

2551. How much has your ministerial office spent on advertising or sponsored posts since 28 March 2023 on the following social media platforms:

- (a) Facebook
- (b) Instagram
- (c) LinkedIn
- (d) TikTok
- (e) YouTube
- (f) WhatsApp
- (g) X (formerly known as Twitter)

Answer:

I am advised:

No money has been spent from the Ministerial office on advertising or sponsored posts on the social media platforms.

Question no: 2552

2552. How much has each Department/agency within your portfolio responsibilities spent on advertising or sponsored posts since 28 March 2023 on the following social media platforms:

- (a) Facebook
- (b) Instagram
- (c) LinkedIn
- (d) TikTok
- (e) YouTube
- (f) WhatsApp
- (g) X (formerly known as Twitter)

Answer:

I am advised:

Department and agency expenditure is published in Annual Reports and on OpenGov NSW.

Question no: 2553

2553. Have you had media training or public speaking training?

(a) If yes, who paid for it?

(b) If paid by taxpayers, what was the amount paid since 28 March 2023?

Answer:

I am advised:

I am advised that any expenditure incurred in the Minister's Office is done in accordance with the Funding and Expenditure guidelines contained within the Ministers Office Handbook. Expenditure from the Minister's office budgets must be approved by a financial delegate operating in accordance with the Premier's delegations and complying with the Government Sector Finance Act 2018, the Government Sector Finance Regulations 2018 and the Government Sector Audit Act 1983.

Question no: 2554

2554. How many media or public relations advisers are employed for each of your portfolio agencies and what is the total cost to employ these advisers?

Answer:

I am advised:

Staff numbers are included in the relevant Department / Agencies Annual Report. Staff salaries are set by the Crown Employees (Public Sector – Salaries) Award.

Question no: 2555

2555. What is the forecast for the current financial year for the number of media or public relations advisers to be employed in each Department/agency within your portfolio responsibilities and their total cost?

Answer:

I am advised:

Staff numbers are included in the relevant Department / Agencies Annual Report. Staff salaries are set by the Crown Employees (Public Sector – Salaries) Award.

Question no: 2556

2556. What is the total cost of media monitoring services used by each Department/agency within your portfolio responsibilities?

Answer:

I am advised:

Media monitoring services are procured under a whole-of-government contract.

A whole-of-Government contract reduces administration costs on individual Departments and Agencies, takes advantage of economies of scale, and avoids duplication in services (and costs) across NSW Government.

Isentia have recently secured the whole-of-government contract for the next three years, at a savings for more than \$2 million compared to the previous contract.

Details of the three-year contract are available at
<https://www.tenders.nsw.gov.au/?event=public.cn.view&CNUUID=E99BBB53-FC12-DC94-57E7E126B8321F73>

Question no: 2557

2557. Please provide a list of all transactions where customers need to pay a merchant fee on credit and/or debit card payments in each Department/agency within your portfolio responsibilities.

Answer:

I am advised:

Customers do not pay merchant fees or credit card/debit card fees for transactions made with Transport for NSW, Sydney Trains or NSW Trains.

Customers do pay fees when transacting directly with the NSW Point to Point Transport Commission and Service NSW.

Question no: 2558

2558. Please provide the percentage and/or amount of the merchant fees applied to all credit and/or debit card payments/transactions payments in each Department/agency within your portfolio responsibilities.

Answer:

I am advised:

Merchant fees are embedded in individual credit card payments. Percentages will vary by supplier and the nature of the transaction.

Question no: 2559

2559. What was the total amount paid in merchant fees on credit and/or debit card payments made by each Department/agency within your portfolio responsibilities since 28 March 2023?

Answer:

I am advised:

Financial Statements, including legal, travel related expenses and any other general costs, are contained in agency/department annual reports.

Details for the period 28 March 2023 to 30 June 2023 form part of 2022-23 agency/department annual reports.

Details for the period 1 July 2023 to 30 June 2024 will form part of the 2023-24 agency/department annual reports.

Question no: 2560

2560. Did you make any updates to your Ministerial disclosure on or after 2 August 2023?
(a) If yes, what prompted this update to your disclosure?

Answer:

I am advised:

Disclosure obligations for Ministers under Part 2 (Standing disclosure of interests), Part 3 (Conflicts of Interest) and Part 4 (Gifts and Hospitality) of the Schedule to the Ministerial Code are continuous.

Ministers are required to:

- notify the Premier of a change to their pecuniary and other interests as soon as practicable after the change has occurred
- notify the Premier of a change to pecuniary and other interests held by their immediate family members, as soon as practicable after the change has occurred
- notify the Premier promptly of conflicts of interest
- disclose gifts and hospitality promptly to the TCO Secretary.
-

I make continuous disclosures of the matters that are covered by the Ministerial Code.

Question no: 2561

2561. How many staff members were employed in your ministerial office at the MS6 grade for the following months:

- (a) April
- (b) May
- (c) June
- (d) July
- (e) August
- (f) September
- (g) October

Answer:

I am advised that Ministerial staff numbers and grades are published on the NSW Government Website: <https://www.nsw.gov.au/departments-and-agencies/the-cabinet-office/access-toinformation/premier-and-ministers-staff-numbers>

Question no: 2562

2562. How many staff members were employed in your ministerial office at the MS5 grade for the following months:

- (a) April
- (b) May

- (c) June
- (d) July
- (e) August
- (f) September
- (g) October

Answer:

I am advised that Ministerial staff numbers and grades are published on the NSW Government Website: <https://www.nsw.gov.au/departments-and-agencies/the-cabinet-office/access-toinformation/premier-and-ministers-staff-numbers>

Question no: 2563

2563. How many staff members were employed in your ministerial office at the MS4 grade for the following months:

- (a) April
- (b) May
- (c) June
- (d) July
- (e) August
- (f) September
- (g) October

Answer:

I am advised that Ministerial staff numbers and grades are published on the NSW Government Website: <https://www.nsw.gov.au/departments-and-agencies/the-cabinet-office/access-toinformation/premier-and-ministers-staff-numbers>

Question no: 2564

2564. How many staff members were employed in your ministerial office at the MS3 grade for the following months:

- (a) April
- (b) May
- (c) June
- (d) July
- (e) August
- (f) September
- (g) October

Answer:

I am advised that Ministerial staff numbers and grades are published on the NSW Government Website: <https://www.nsw.gov.au/departments-and-agencies/the-cabinet-office/access-toinformation/premier-and-ministers-staff-numbers>

Question no: 2565

2565. How many staff members were employed in your ministerial office at the MS2 grade for the following months:

- (a) April
- (b) May
- (c) June
- (d) July
- (e) August
- (f) September
- (g) October

Answer:

I am advised that Ministerial staff numbers and grades are published on the NSW Government Website: <https://www.nsw.gov.au/departments-and-agencies/the-cabinet-office/access-toinformation/premier-and-ministers-staff-numbers>

Question no: 2566

2566. How many staff members were employed in your ministerial office at the MS1 grade for the following months:

- (a) April
- (b) May
- (c) June
- (d) July
- (e) August
- (f) September
- (g) October

Answer:

I am advised that Ministerial staff numbers and grades are published on the NSW Government Website: <https://www.nsw.gov.au/departments-and-agencies/the-cabinet-office/access-toinformation/premier-and-ministers-staff-numbers>

Question no: 2567

2567. What is the average salary for staff members in your ministerial office since 28 March 2023?

Answer:

I am advised that Ministerial staff numbers and grades are published on the NSW Government Website: <https://www.nsw.gov.au/departments-and-agencies/the-cabinet-office/access-toinformation/premier-and-ministers-staff-numbers>

Question no: 2568

2568. How many DLOs were seconded to your ministerial office for the following months:

- (a) April
- (b) May
- (c) June
- (d) July
- (e) August
- (f) September
- (g) October

Answer:

I am advised that information relating to Department Liaison Officers is available on the Disclosure Log: Government Information (Public Access) Act 2009 (the GIPA Act), Reference number PD_A5833715 <https://www.nsw.gov.au/sites/default/files/2023-09/PD%20A5833715%20-%20Disclosure%20log%20-%2020230913.pdf>

Question no: 2569

2569. How many people are employed in your ministerial office as at 1 October 2023?

Answer:

I am advised: The Ministerial staff numbers and grades are published on the NSW Government Website: <https://www.nsw.gov.au/departments-and-agencies/the-cabinet-office/access-toinformation/premier-and-ministers-staff-numbers>

Question no: 2570

2570. How many women are employed in your Ministerial office as at 1 October 2023?

Answer:

We aim for an inclusive and diverse workforce across Ministerial offices that reflects the communities that we serve.

Question no: 2571

2571. How many staff employed in your ministerial office identify as culturally and linguistically diverse (CALD) as at 1 October 2023?

Answer:

We aim for an inclusive and diverse workforce across Ministerial offices that reflects the communities that we serve.

Question no: 2572

2572. How many staff employed in your ministerial office identify as Aboriginal or Torres Strait Islander as at 1 October 2023?

Answer:

We aim for an inclusive and diverse workforce across Ministerial offices that reflects the communities that we serve.

Question no: 2573

2573. How many staff in your office are employed as media advisers or have responsibility for media/social media/communications?

Answer:

I am advised:

All staff are employed to assist the Minister in accordance with the Members of Parliament Staff Act 2013. I am advised that Ministerial staff numbers and grades are published on the NSW Government Website: <https://www.nsw.gov.au/departments-and-agencies/the-cabinet-office/access-to-information/premierand-ministers-staff-numbers>.

Question no: 2574

2574. How many staff in your office are employed as policy advisers or have responsibility for policy work?

Answer:

I am advised:

All staff are employed to assist the Minister in accordance with the Members of Parliament Staff Act 2013. I am advised that Ministerial staff numbers and grades are published on the NSW Government Website: <https://www.nsw.gov.au/departments-and-agencies/the-cabinet-office/access-to-information/premierand-ministers-staff-numbers>.

Question no: 2575

2575. How many staff in your office are employed as 'caucus liaison officers'?

- (a) What are the responsibilities allocated to 'caucus liaison officers'?
- (b) Have 'caucus liaison officers' been directed to only work with Government MPs?
- (c) Do 'caucus liaison officers' contact members of the Australian Labor Party as part of their regular work duties?

Answer:

I am advised:

All staff are employed to assist the Premier in accordance with the Members of Parliament Staff Act 2013 and staff are expected to comply with the NSW Office Holder's Staff Code of Conduct.

Question no: 2576

2576. How many staff members employed in your office under the Members of Parliament Staff Act 2013 have been seconded from a NSW Government Department/agency?

- (a) Please list each Department/agency staff members have been seconded from.

Answer:

I am advised:

NSW Government sector employees may be seconded from agencies to Ministers' offices in accordance with clause 35 of the Government Sector Employment Regulation 2014

(GSE Regulation). Ministerial staff numbers and grades are published on the NSW Government Website:
<https://www.nsw.gov.au/departments-and-agencies/the-cabinet-office/access-to-information/premier-and-ministers-staff-numbers>

Question no: 2577

2577. What is your ministerial office budget for 2023-24?
 (a) How much of this budget is allocated to staff?

Answer:

I am advised:

I am advised that Minister's office budgets are drawn from the Premier's Department annual financial allocation to cover employee related expenses, accommodation, and other operating expenses. Further information relating to Ministers' Office Budgets is available in the Ministers Office Handbook.

Question no: 2578

2578. How many iPhones/Smart Phones are assigned to staff in your ministerial office?
 (a) For each phone, how much was each bill in 2022-23?
 (b) How many phones have been lost or replaced due to damage in your office?
 i. What is the cost of replacing those phones?

Answer:

I am advised:

Ministers' Staff Acceptable Use of Communication Devices Policy provides guidance on the use, loss, theft, and return of communication devices provided for business purposes. Minister's staff may use mobile telephones for business and (reasonable use) private purposes.

Under the current mobile plans all local and Australia-wide calls to land lines/mobiles and texts are included in the plan. Premium service calls, international calls and global roaming services are outside of the plan and may be still chargeable based on the principles below.

Ministers' staff mobile phone charges are paid from the Ministers' office budget except for the items listed below, which need to be paid as a private expense:

- Personal international calls from within Australia
- Personal travel related global roaming charges
- Personal premium number service calls

Any personal calls which are outside the plan need to be declared and paid for monthly. Declarations are not required otherwise.

The purchasing of technology items is in accordance with standard procurement arrangements.

The costs for the period 28 March 2023 to 30 June 2023 form part of the Department of Premier and Cabinet Annual Report 2022-23.

Question no: 2579

2579. How many iPads or tablets are assigned to your ministerial office and to whom have they been issued?

- (a) What was the cost of providing iPads or tablets to your ministerial office in 2022-23?
- (b) How many iPads or tablets have been replaced due to lost or damage in 2022-23?
 - i. What was the cost of replacing these devices?

Answer:

I am advised:

Ministers' Staff Acceptable Use of Communication Devices Policy provides guidance on the use, loss, theft, and return of communication devices provided for business purposes. The purchasing of technology items is in accordance with standard procurement arrangements. The costs for the period 28 March 2023 to 30 June 2023 form part of the Department of Premier and Cabinet Annual Report 2022-23.

Question no: 2580

2580. How many laptops has the Premier's Department or The Cabinet Office assigned to your ministerial office and to whom have they been issued?

- (a) What was the cost of providing laptops to your ministerial office in 2022-23?
- (b) How many laptops have been replaced due to lost or damage in 2022-23?
 - i. What was the cost of replacing these devices?

Answer:

I am advised:

Ministers' Staff Acceptable Use of Communication Devices Policy provides guidance on the use, loss, theft, and return of communication devices provided for business purposes. The purchasing of technology items is in accordance with standard procurement arrangements. The costs for the period 28 March 2023 to 30 June 2023 form part of the Department of Premier and Cabinet Annual Report 2022-23.

Question no: 2581

2581. Has any artwork been purchased or leased for display in your ministerial office since 28 March 2023?

- (a) What is the cost of this?

Answer:

I am advised:

Purchase or lease of artwork for official purposes is in accordance with standard procurement arrangements. The costs of purchasing or leasing artwork for official purposes are contained within the other expenses category in the Other Operating Expenses note of the audited financial statements within the Premier's Department Annual Report. The costs for the period 28 March 2023 to 30 June 2023 form part of the Department of Premier and Cabinet 2022-23.

Question no: 2582

2582. Have any floral displays or indoor plants been hired or leased for display in your ministerial office since 28 March 2023?

(a) If so, what was the cost of these items?

Answer:

I am advised:

Hire or lease of floral displays or indoor plants is in accordance with standard procurement arrangements. The costs of hiring or leasing floral displays or indoor plants are contained within the other expenses category in the Other Operating Expenses note of the audited financial statements within the Premier's Department Annual Report. The costs for the period 28 March 2023 to 30 June 2023 form part of the Department of Premier and Cabinet Annual Report 2022-23.

Question no: 2583

2583. What was the total amount your office spent on stationery since 28 March 2023?

Answer:

I am advised:

Spending on office stationery is in accordance with standard procurement arrangements. The costs of stationery are contained within the other expenses category in the Other Operating Expenses note of the audited financial statements within the Premier's Department Annual Report. The costs for the period 28 March 2023 to 30 June 2023 form part of the Department of Premier and Cabinet Annual Report 2022-23.

Question no: 2584

2584. What brand of paper is used in your office?

(a) Is it recycled paper?

(b) Is it Australian made paper?

Answer:

I am advised:

I am advised office supplies are purchased in accordance with standard procurement arrangements.

Question no: 2585

2585. What was the total cost of all subscriptions by you and your staff to online news services, newspapers, magazines, journals, and periodicals since 28 March 2023?

(a) What are these services/newspapers/magazines/journals/periodicals?

Answer:

I am advised:

The total cost of all subscriptions is in accordance with standard procurement arrangements. The costs of subscriptions are contained within the other expenses

category in the Other Operating Expenses note of the audited financial statements within the Premier's Department Annual Report. The costs for the period 28 March 2023 to 30 June 2023 form part of the Department of Premier and Cabinet Annual Report 2022-23.

Question no: 2586

2586. What was the total value of all gifts purchased for use by you and your office since 28 March 2023?

- (a) What were the gifts purchased?
i. Who were they gifted to?

Answer:

I am advised:

The Ministers' Office Handbook outlines that the decision to present a gift is at the discretion of the Minister, having regard to both appropriateness and economy. Gifts may be appropriate, for example, where given as a memento of an official visit or as a small token of appreciation. However, gifts should not be given with the purpose, or in circumstances where they could be perceived as having the purpose, of inducing favourable treatment. In accordance with the Premier's Department and The Cabinet Office's Gifts and Hospitality Policy, a register of official gifts presented by the Premier will be reported by the Premier's Department at the end of each financial year as required under the provisions of Treasurer's Direction TD21-04 and TD22-27.

Question no: 2587

2587. What non-standard features are fitted to your ministerial vehicle?

- (a) What is the cost of each non-standard feature?

Answer:

I am advised:

Non-standard accessories fitted to Ministerial vehicles are for business, security, and safety related reasons, in accordance with the NSW Government Motor Vehicle Operational guidelines.

Question no: 2588

2588. What is the total spend for your office since 28 March 2023 for:

- (a) Taxi hire?
(b) Ridesharing services?
(c) Hire car rental?
(d) Limousine/private car hire?

Answer:

I am advised:

The Ministers' Office Handbook outlines that taxis or ride share services are an option for business trips, including trips:

- Home after evening duty (e.g., when Parliament is sitting, when required to perform the

duties of the job, etc.) where public transport is not reasonably available or where it may be unsafe to use public transport. Generally, use of taxis for these purposes would occur after 8:00pm.

- To or from the airport in connection with early morning or late-night flights on official trips.
- To meetings when it would be unsafe or uneconomical to use public transport.

Costs are managed within Ministerial office budgets.

Question no: 2589

2589. Were any planes or helicopters chartered by you or your office and paid for with public money since 28 March 2023?

(a) If yes, please provide details of the trip including the date of the trip, purpose of the trip, the method of transport and the co

Answer:

I am advised:

All domestic and international travel bookings for official business must be made through the NSW Government's approved travel management supplier, this is currently FCM Travel Solutions.

Travel covered by the NSW Government contract includes:

- commercial and charter air travel,
- accommodation,
- ground transport (car hire, rail, coach, and ferry).

Financial commitments for travel expenditure from the Ministers' office budget need to be made within office arrangements approved by the Chief of Staff as an authorised financial delegate.

Where a Minister, or employee of the Minister's office undertakes travel, travel is taken in accordance with the NSW government travel policy and the Ministers' Office Handbook.

The Premier's Department website also details PD_A5842315, "Domestic and international travel of NSW Ministers and their offices" that has been released under the Government Information (Public Access) Act 2009.

Question no: 2590

2590. Have you had any overseas trips paid for using public funds since 28 March 2023?

(a) If yes, did any of your relatives or friends accompany you on these trips?

Answer:

I am advised:

In line with M2015-05-Publication of Ministerial Diaries and Release of Overseas Travel Information, Minister's overseas travel is published on the Premier's Department Website.

Question no: 2591

2591. Have you undertaken any official overseas travel that was privately funded since 28 March 2023?

- (a) If yes, what was the nature of these trips?
 (b) Who paid for these trips?

Answer:

I am advised:

In accordance with M2014-02 Ministerial Arrangements During Absences, Ministers who travel overseas are generally required to seek the Governor's authorisation for another Minister to act on their behalf. All acting arrangements approved by the Governor are published in the NSW Government Gazette.

Gifts and Hospitality, including contributions to travel are managed in accordance with the NSW Ministerial Code of Conduct.

Question no: 2592

2592. Does your Parliamentary Secretary have pass access to your ministerial office?

Answer:

I am advised:

Security passes for 52 Martin Place are required to be issued in accordance with the 52 Martin Place security procedures and the associated Privacy and Surveillance Statement.

Question no: 2593

2593. Does your Parliamentary Secretary have a desk in your ministerial office?

Answer:

I am advised:

No.

Question no: 2594

2594. Has your Parliamentary Secretary spoken on any pieces of legislation on your behalf? If so which legislation?

Answer:

I am advised:

Please refer to the NSW Parliament Hansard.

Question no: 2595

2595. What event/meetings has your Parliamentary Secretary attended on your behalf?
 (a) Please provide in table form the date and the purpose of the event/meeting.

Answer:

I am advised:

A Parliamentary Secretary shall have and may perform such functions as the Minister may, from time to time, determine in respect of him or her, pursuant to section 38C of the Constitution Act 1902. The general duties of a Parliamentary Secretary are outlined in the Ministers' Office Handbook available on the Premier's Department website.

Question no: 2596

2596. How often do you meet with your Parliamentary Secretary?

Answer:

I am advised:

I regularly meet or speak with my Parliamentary Secretary.

Question no: 2597

2597. Has your Parliamentary Secretary travelled overseas since 28 March 2023?

- (a) If so, when, and where?
 (b) If so, what was the cost of:
- i. Airfares?
 - ii. Accommodation?
 - iii. Food and beverage?
 - iv. Transportation?
 - v. Entertainment?

Answer:

I am advised that all Parliamentary Secretaries are subject to the same travel rules as Ministers when travelling on official business as a Parliamentary secretary. Further information is available in the NSW Minister's Office Handbook.

Question no: 2598

2598. Has your Parliamentary Secretary travelled domestically since 28 March 2023?

- (a) If so, when, and where?
 (b) If so, what was the cost of:
- i. Airfares?
 - ii. Accommodation?
 - iii. Food and beverage?
 - iv. Transportation?
 - v. Entertainment?

Answer:

I am advised that all Parliamentary Secretaries are subject to the same travel rules as Ministers when travelling on official business as a Parliamentary secretary. Further information is available in the NSW Minister's Office Handbook.

Question no: 2599

2599. Has your Parliamentary Secretary received training?
 (a) If so, was it speech, voice, or media training?
 i. If yes, who provided this training, on what date and at what cost?

Answer:

Members of Parliament have a Skills Development Allowance that may be used in a manner consistent with the Parliamentary Remuneration Tribunal.

Question no: 2600

2600. Has your office or department used a Probity Auditor or Probity Advisors, or similar, since 28 March 2023?
 (a) If so please list the company and/or individual, the project, the engagement dates, and their total remuneration in tabular format.

Answer:

I am advised:

Under the Government Information (Public Access) Act 2009 (GIPA Act), agencies are required to register government contracts valued at \$150,000 (including GST) or more on the NSW Government eTendering website. Departments are also required to include in their annual report information in relation to consultants engaged by or on behalf of the agency, pursuant to Div. 7.3 of the Government Sector Financial Act 2018 and NSW Treasury Policy and Guidelines –Annual Reporting Requirements TPG23-10.

Question no: 2601

2601. Are you a Member of the Qantas Chairmans Club?
 (a) Have you ever previously been a member? When did you cease to be a member?
 (b) When did you initially become a member?
 (c) When was this declared on the Ministerial gifts register?

Answer:

I refer to my response to LC Question on Notice 106.

Question no: 2602

2602. Have you received any training since becoming a Minister?
 (a) If yes, please provide the details of what the training was.

Answer:

I am advised:

All Cabinet Ministers have undertaken a program of Ministerial induction training.

Ministers will undertake Respectful Workplace Policy Training that commenced in December.

Members of Parliament have a Skills Development Allowance that may be used in a manner consistent with the Parliamentary Remuneration Tribunal.

Question no: 2603

2603. Have you received any speech, vocal or performance training?

(a) If so, what was the cost?

(b) Was this cost covered by the taxpayer?

Answer:

No.

Question no: 2604

2604. What were the top 20 most utilised (by data sent and received) unique domain names accessed by your ministerial office since 28 March 2023?

Answer:

I am advised:

All acceptable use of network services must be lawful, appropriate, and ethical. The Ministers' Staff Acceptable Use of Network Services Policy is available in the Ministers' Office Handbook.

Question no: 2605

2605. What were the top 20 most accessed (by number of times accessed) unique domain names accessed by your ministerial office since 28 March 2023?

Answer:

I am advised:

All acceptable use of network services must be lawful, appropriate, and ethical. The Ministers' Staff Acceptable Use of Network Services Policy is available in the Ministers' Office Handbook.