

## PENRITH CITY COUNCIL

**Intelligent Access Program<sup>™</sup> (IAP<sup>®</sup>) helps facilitate Higher Productivity Vehicle Route Access for Penrith City Council**

### OVERVIEW OF PENRITH CITY COUNCIL

The City of Penrith is located in Sydney's outer western suburbs approximately 50km west of the Sydney central business district. Penrith City Council has a land area of 407 square kilometres, most of which is rural and rural-residential. Suburbs and localities which are on the fringes of Penrith City Council include Regentville, Mulgoa and Wallacia in the south-west; Luddenham, Kemps Creek, Badgerys Creek and Mt Vernon in the south-east; Berkshire Park and Llandilo in the north-east; as well as Agnes Banks and Castlereagh in the north-west.

Densely concentrated urban settlement runs along a central corridor adjacent to the major road and rail links between Sydney and the Blue Mountains in Penrith, St Marys and other nearby suburbs. In 2010, Penrith City Council had a population of approximately 186,000.

The economic base of Penrith City Council is diverse and there are a number of established industrial areas within Penrith City Council. These are located at Dunheved, Jamisontown, the Mulgoa Rd Bulky Goods Area, North Penrith, North St Marys and Emu Plains. In recent years, the Council has also opened up the Erskine Park Employment Area.

### OVERVIEW OF THE ROAD NETWORK WITHIN PENRITH CITY COUNCIL

Excluding the Western Motorway, there is a total of 130km of State roads and 1050km of Regional and local roads within Penrith City Council. There are also 48 bridges on local roads within the Council's boundaries.

The Western Motorway and the Great Western Highway run east-west and traverse the Penrith local government area.



Both roads provide very good access to Sydney's motorway network, Sydney's Central Business District, the national highway network and Port Botany. The Western Motorway terminates near the western boundary of Penrith City Council at Emu Plains where it joins the Great Western Highway. Higher Mass Limits (HML) access for B-Doubles up to 26 metres is possible on all of these routes except the Great Western Highway west of the Western Motorway junction.

The Great Western Highway provides direct access to western New South Wales, South Australia, Western Australia, the Northern Territory and western Queensland. Access to the Hume Highway linking Victoria is possible via the M7 and M5 motorways. Access to the Pacific and New England Highways linking Queensland is possible via the M7 Motorway, Pennant Hills Road and the F3 Freeway.

Major north-south arterial road connections within Penrith City Council are:

- Castlereagh Road - Mulgoa Road, which connects Richmond and Wallacia.
- The Northern Road, which connects Richmond to Camden and Campbelltown via Elizabeth Drive.
- Mamre Road, which connects the Great Western Highway at St Marys and Elizabeth Drive at Cecil Park.
- Erskine Park Road - Carlisle Avenue, which forms an offshoot from Mamre Road at Erskine Park and connects with Mount Druitt.
- HML Access on the State and Regional Road Network within Penrith City Council

### HML ACCESS ON THE STATE AND REGIONAL ROAD NETWORK WITHIN PENRITH CITY COUNCIL

HML access for B-Doubles up to 26 metres and operating under IAP is possible on the following State and Regional roads:

- To Emu Plains via the Western Motorway and Russell Street.





## DEVELOPING THE ERSKINE PARK EMPLOYMENT AREA AS AN ATTRACTIVE BUSINESS LOCATION

Mr Meijer said that the Council has set out to attract business to Penrith by creating the Erskine Park Employment Area which comprises 277 hectares of flat, accessible land with very good access to the Western Motorway.

‘Because HML access is possible to the Erskine Park Employment Area for B-Doubles along both Erskine Park Road and Mamre Road, the Council has been able to attract some of the largest manufacturing, retailing and logistics companies in Australia,’ Mr Meijer said.

‘Companies which have invested into Erskine Park and are operational include BlueScope Steel, CEVA Logistics, Corporate Express, DHL, Goodman Fielder, Kimberley Clark, Linfox, National Foods, Strandbags, Stramit, Transpacific, Unipart Logistics and Woolworths Liquor.’

Mr Meijer said that in planning the development of the Erskine Park Employment Area, local roads were built to a high standard and a width which would ensure a wide range of next generation trucks would have access to their customers as well as their own premises.

‘Provision has also been made for an arterial link between Lenore Drive, which is currently the only means of access to the Erskine Park Employment Area and both Old Wallgrove Road and the M7 Motorway. Council considers that this link will enhance access from the Erskine Park Employment Area to Sydney’s motorway network.’

Mr Meijer said that construction of this arterial link has recently commenced.

‘A route alignment study and notional costings have been completed by Council and presented to relevant state agencies. These agencies recognise the significance of this infrastructure project.’

- To Penrith CBD either via:
  - The Western Motorway, the Northern Road, Parker Street and the Great Western Highway; or
  - The Western Motorway, Mulgoa Road and the Great Western Highway.
- To Richmond from Penrith either via:
  - Mulgoa Road and Castlereagh Road; or
  - Mulgoa Road, Castlereagh Road, Cranebrook Road, The Northern Road and Blacktown Road.
- To Windsor from Penrith via Mulgoa Road, Castlereagh Road, Cranebrook Road, The Northern Road, George Street and Macquarie Street.

In the southern part of Penrith City Council, Mulgoa Road, The Northern Rd, Mamre Road, Erskine Park Road, Park Road west of Luddenham and Elizabeth Drive all permit access for B-Doubles up to 26 metres at HML.

Within Penrith City Council, there is no direct access between Penrith and Emu Plains via the Great Western Highway due to the location of two bridges that are unsuitable for HML vehicles. However, access is possible via the Western Motorway.

HML access is unavailable in the St Marys area. A rail bridge that is unsuitable for HML vehicles means access onto Glossop Street is not feasible. A significant proportion of the State and Regional road network in Greater Metropolitan Sydney also allows HML access for B-Doubles up to 26 metres.

According to Hans Meijer, City Works Manager at Penrith City Council, good access to Sydney’s motorway network and access to an extensive network of HML routes on the State and Regional road network will underpin economic development and employment growth in the Penrith district.





‘The arterial link is funded by landowner contributions. Extensive commercial development has already occurred within the Erskine Park Employment Area. This is expected to accelerate after decisions are taken by Government in relation to the final route alignment, timing and funding arrangements for this link road,’ Mr Meijer said.

## WORKING WITH TRANSPORT OPERATORS

Mr Meijer said seven transport operators have applied for HML access within Penrith City Council operating under the IAP.

‘Before approving applications for HML, we obtained the necessary assurances from all transport operators that they had signed up with the IAP and were supported by an IAP Service Provider.’

‘Council officers developed an understanding of the IAP. This provided a sound basis for the Council to assess all applications to access the local road network. This was critical to enabling them to make an informed decision regarding each access request.’

## WHAT IS THE IAP AND HOW IS IT HELPING TO DELIVER BETTER ACCESS FOR A NEW GENERATION OF HIGHER PRODUCTIVITY VEHICLES?

The IAP uses the Global Navigation Satellite System (GNSS) or GPS to monitor heavy vehicles’ road use for position, speed and time. It provides a high level of assurance to government that transport operators are complying with their agreed access conditions and that the right vehicle is on the right road at the right time.

‘Access along these routes was only made possible thanks to the IAP,’ Mr Meijer said.

‘The IAP provides the Council with a level of compliance assurance that means we are confident that transport operators enrolled in the IAP will comply with conditions to access approved routes,’ Mr Meijer said.

‘As a result, Penrith City Council has approved requests for HML access on a total of twelve routes.’

Mr Meijer said that Penrith City Council has approved HML access to the following Regional and local roads:

- Berkshire Park: St Mary’s Road as far as Sirius Place.
- Castlereagh: Andrews Road and Leland Street (HML semi-trailers only).
- Emu Plains: Russell Street, between the Western Motorway and Old Bathurst Road, Old Bathurst Road between the Great Western Highway and Wedmore Road as well as Mackellar Street from Lee Street to 400 metres east (main Boral entry).
- Erskine Park: Quarry Road, Sarah Andrews Close, Lenore Drive, Lockwood Road and Templar Road.
- Luddenham: Park Road between The Northern Road and Mulgoa Road.

Industries which benefit from HML access include beverages, paper products, stationery products, steel and waste recycling.

## PRODUCTIVITY, EFFICIENCY AND ENVIRONMENTAL BENEFITS

Mr Meijer said that HML vehicles operating under IAP offer significant environmental benefits for the community.

‘Payload increases in the order of 10% to 13% are possible with HML vehicles. This means that significant reductions in fuel consumption, environmental emissions and number of truck trips are possible. These benefits can only be realised because the IAP provides Council with a sufficient level of compliance assurance consistent with its responsibilities as a road asset manager,’ Mr Meijer said.



## FURTHER INFORMATION

For further information, visit the TCA® website at [www.tca.gov.au](http://www.tca.gov.au)

### AT A GLANCE

- Access on HML approved roads in Penrith was only made possible through the IAP.
- Payload increases in the order of 10% to 13% are possible with HML vehicles operating under IAP.
- IAP has helped contribute to significant reductions in fuel consumption, environmental emissions and the required number of truck trips for a given freight task.
- The IAP provides the Council with the highest available assurance that transport operators will comply with access conditions for approved routes.



The information contained in this case study is intended to convey the experiences of the transport operator/s concerned. The benefits of IAP mentioned in this case study may not be true for all transport operators. Transport operators should consider the appropriateness of IAP to their business operations, objectives and circumstances before enrolling in IAP.

Vehicles and businesses photographed in this case study may or may not be obtaining access benefits through the IAP.

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