

## THE CITY OF NEWCASTLE

Opening up access for a new generation of higher productivity vehicles is helping to deliver productivity, safety and environmental benefits for the community of Newcastle and the Hunter Region.

## OVERVIEW OF NEWCASTLE AND THE HUNTER REGION

Transport and logistics has been at the forefront of Newcastle and the Hunter Region's economy since coal was discovered in 1797. The ability to obtain secure access for ships into the Hunter River led to the development of Australia's first commercial port at Newcastle. Coal has now underpinned the development of Newcastle and the Hunter Region for over 200 years. Today, Newcastle is the world's largest port for the movement of coal, which is taken to port, for export by train. The port remains a major strategic asset to the regional economy.

## THE CITY OF NEWCASTLE'S SOCIAL AND ECONOMIC BASE

Newcastle's boundaries extend south just beyond Merewether and Kotara, south west to Elmore Vale and Minmi, north west to Beresfield, to the northern boundaries of Kooragang Island and northwards up the coast just beyond Stockton. While the population of the City of Newcastle is slightly over 140,000, it services a population of over 500,000 including neighbouring councils of Lake Macquarie, Cessnock, Maitland and Port Stephens. Newcastle is also the service centre for communities beyond these lower Hunter Region councils, especially those communities based in the Upper Hunter, parts of the Central Coast as well as the Mid-North Coast.

This means Newcastle and the surrounding Regions have a diverse economic base which services significant sectors of the economy such as manufacturing, mining, agriculture, construction, health, education and community services.



Newcastle's manufacturing sector has long been associated with heavy industry, based on the steelworks which closed in 1999. This was symptomatic of a significant economic restructuring in the manufacturing sector since the 1970's towards high technology and higher valued production in areas such as information technology, aerospace, transport engineering, metals processing and fabricated metal production.

Major areas zoned for industrial land within the City of Newcastle are located in the suburbs of Mayfield North, Mayfield West, Carrington, Kooragang Island, Sandgate, Hexham, Beresfield and Broadmeadow.

The ownership and use of industrial land within the Council's boundaries is complex. Much of the land that is currently available for development is brownfield land that tends to be less attractive to developers and other investors when compared to greenfield development opportunities. The suburb of Beresfield offers developers and industry the opportunity to invest in a greenfield location.

Newcastle Port Corporation owns land in the port precinct, which is subject to development, driven primarily by the expansion of coal exports. Another challenge for the Council is to ensure support industries, including transport and warehousing, have access to land near the Port to enable those industries to provide efficient service to sectors which are reliant on the Port.

## NEWCASTLE'S ROLE AS A TRANSPORT HUB

As the second largest city in NSW and the seventh largest city in Australia by population, Newcastle continues to be a major transport hub for all freight modes. Its diverse manufacturing base and strong construction and retail sectors mean there is a strong demand for freight.



The junction of the F3 Freeway linking Sydney with the Pacific Highway and the New England Highway is at Tarro, west of the greater urban area of Newcastle. Both routes provide access to Brisbane. Newcastle is also the hub for an extensive network of State and Regional roads.

Newcastle has Higher Mass Limits (HML) access to:

- Sydney and the Central Coast via the F3 Freeway
- Melbourne and the Victorian HML network via the F3 Freeway, Pennant Hills Road, Sydney's motorway network and the Hume Highway
- Wollongong via the F3 Freeway, Pennant Hills Road, Sydney's motorway network, Hume Highway, Picton Road and the Princes Highway
- Dubbo, HML networks in western NSW, South Australia, Western Australia, western Queensland and the Northern Territory via the New England and Golden Highways.

There is an extensive HML network within the City of Newcastle. Access for HML B-Doubles is possible on the following routes:

- The Port of Newcastle from Port Access Road at Carrington to:
  - Industrial areas in Mayfield, Mayfield West, Hexham, Sandgate, Beresfield, Maitland, Singleton, Muswellbrook and Aberdeen via Darling Street, Parker Street, Elizabeth Street, Industrial Drive, the Pacific Highway (west of Industrial Drive) and the New England Highway
  - Tomago, Raymond Terrace and Bulahdelah via Hexham and the Pacific Highway
  - The F3 Freeway and the Western Suburbs via Hannell Street, Parry Street, Donald Street, Griffiths Road, Newcastle Road, Thomas Street and Newcastle Link Road
  - Cardiff and Warners Bay via Hannell Street to Thomas Street as above, and then Lake Road, Main Road and Macquarie Road as far as the junction with Medcalf Road and Hillsborough Road
  - Charlestown via Hannell Street, Stewart Avenue, City Road and the Pacific Highway
  - Kooragang Island, Newcastle Airport (Williamtown) and Port Stephens via Industrial Drive, Tourle Street, South Arm Road, Teal Street, Fullerton Road and Nelson Bay Road
  - Kurri Kurri via Hexham, the New England Highway and John Renshaw Drive.
- Maitland Road from Warabrook to Frith Street from:
  - Warners Bay to Sandgate via Macquarie Road, Lake Road, Thomas Street, Newcastle Road and the Main Road Bypass

- Beresfield to Kurri Kurri via the New England Highway and Cessnock Road
- Beresfield to Port Stephens via the Pacific Highway, Richardson Road and Nelson Bay Road.

There is also an extensive HML short combination B-Double network where access for B-Doubles up to 26 metres is not feasible due to route alignment issues.

Aside from the Maitland Road rail bridge at Tighes Hill, which is owned by State Rail, other bridges which are not built to a standard to allow HML access on the State and Regional Road networks, include:

- New England Highway at Aberdeen
- Pacific Highway at Bulahdelah
- Bridge over the railway line on University Drive at Waratah West
- Bridge over the railway line on Lake Road at Boolaroo
- Pacific Highway at the entrance to Lake Macquarie
- Hunter River at Raymond Terrace
- Bridge over the railway line on Cessnock Road between Kurri Kurri and Weston
- Bridge on Anderson Drive, Beresfield west of Byron Street.

These bridges inhibit HML access from Newcastle to Brisbane, Cessnock, western and southern areas of Lake Macquarie and coastal communities north of Wyong. However, bridge construction at Aberdeen, once completed, can be expected to allow HML access to Brisbane. Completion of the Hunter Expressway can be expected to improve HML access to the Cessnock Region.

## IMPORTANCE OF TRANSPORT TO THE NEWCASTLE ECONOMY AND EMPLOYMENT

According to the City of Newcastle Infrastructure Management Services Manager, John Johnston, 'Efficient transport links continue to underpin economic and employment growth in Newcastle.'



‘Newcastle enjoys a generally good State and Regional road network. Having HML access to major destinations such as Sydney (including Port Botany) and Melbourne, are also important given the freight volumes moving to and from these markets.’

‘However it is important that the Aberdeen Bridge upgrade is complete so HML access is available to Brisbane and north western NSW. Newcastle businesses would also benefit from improved HML access to the Hunter Valley following the completion of the Hunter Expressway between Seahampton and Branxton,’ Mr Johnston said.

## WORKING WITH INDUSTRY

Mr Johnston says that the City of Newcastle will ensure every reasonable effort is made to support more efficient access for transport operators.

‘Council officers work closely with transport operators and where necessary their customers, to assess requests for more efficient access onto the Council’s network.’

‘While we do have to balance the needs of industry with the needs of the local community, these interests are often aligned because more efficient freight operations are often also safer and more environmentally friendly,’ Mr Johnston said.

‘Other key stakeholders are the Newcastle Port Corporation and intermodal rail operators located on Kooragang Island and at Beresfield which have a very important strategic role in working with the trucking industry to deliver safe and efficient logistics solutions.’

‘The port of Newcastle and these intermodal terminals are accessible to HML B-Doubles’, Mr Johnston said.

Heavy vehicles travelling at HML can carry up to 68 tonnes, an increased payload of approximately 10% to 13%.

## THE LOCAL NETWORK

The City of Newcastle has 38.5 km of State and 43.96 km of Regional roads as well as 743 km of local roads.

There are 260 bridges and culverts including small stormwater culvert crossings on local roads.

Route functionality and the establishment and maintenance of a hierarchical approach to each local road, has been especially important to the Council for many years because of the importance of road transport to the heavy vehicle industry, coal mining and supporting industries.

## WORKING WITH TRANSPORT OPERATORS

Mr Johnston said, ‘16 transport operators have applied for access within the City of Newcastle to operate under the Intelligent Access Program (IAP).’

‘Council officers assessed applications to access the local road network and developed an understanding of the IAP. This was critical to enabling them to make an informed decision regarding each access request.’

‘We are very comfortable with the level of compliance assurance provided by the IAP. In short the Council’s view is that the transport operators enrolled in the IAP will comply with conditions to access approved routes.’

‘Council has approved requests for HML access on a total of nine routes on local roads as well as Performance Based Standards (PBS) vehicle access on three routes.’

‘Access along these routes was only made possible thanks to the assurance provided to the City of Newcastle through the IAP,’ Mr Johnston said.



## PRODUCTIVITY, EFFICIENCY AND ENVIRONMENTAL BENEFITS

According to Mr Johnston, 'Significant reductions in fuel consumption and environmental emissions can be directly attributed to decisions to approve access for HML vehicles and PBS level 2 vehicles. Higher payloads generated on these vehicles results in fewer emissions per tonne kilometre and a reduction in truck trips.'

'These environmental benefits are only possible because the IAP provides the City of Newcastle with a sufficient level of compliance assurance, consistent with its responsibilities as a road asset manager,' Mr Johnston said.

## FURTHER INFORMATION

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

## AT A GLANCE

- Efficient transport links continue to underpin economic and employment growth in Newcastle.
- 16 transport operators have applied for access within the City of Newcastle to operate under the IAP.
- Newcastle Council has approved requests for HML access on a total of nine routes as well as PBS vehicle access on three routes.
- Reductions in fuel consumption and environmental emissions can be attributed to HML and PBS level 2 vehicles.
- Access was only made possible thanks to the assurance provided to Newcastle Council through the IAP.



# IAP What's In It For Me?

## APPROVED CITY OF NEWCASTLE ROADS FOR HML VEHICLES

Suburb	Road	Description
Carrington	Elizabeth St and Darling Street (MR7772)	From Industrial Drive, Elizabeth Street, Darling Street, Robertson Street to east end of the road
Hexham	Shamrock Street	From Pacific Highway to end of Shamrock Street
Hexham	Sparke Street	From Pacific Highway to end of Sparke Street
Maryland	Creek Road	From Minmi Road to end of Creek Road
Mayfield North	Ingall Street	From Industrial Drive to end (north)
Mayfield North	Woodstock Street	North of Industrial Drive
Wickham	Mary Street	From Hannell Street to end of Mary Street
Wallsend	Longworth Avenue	From Newcastle Road to Longworth Avenue
Broadmeadow	Chatham Road	Griffiths Rd/Donald St to entrance to Shell Petrol Station (5 -7 Chatham Road)

## APPROVED CITY OF NEWCASTLE ROADS FOR PBS VEHICLES

Suburb	Road	Description	Total Vehicle Length
Mayfield	Ingall Street	From Industrial Drive to One Steel site	27.755m
Mayfield	Frith Street	From Maitland Road to Leonard Street	27.755m
Mayfield East	George Street Selwyn Street	East of Industrial Drive, 580m east of George Street	19.0m

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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