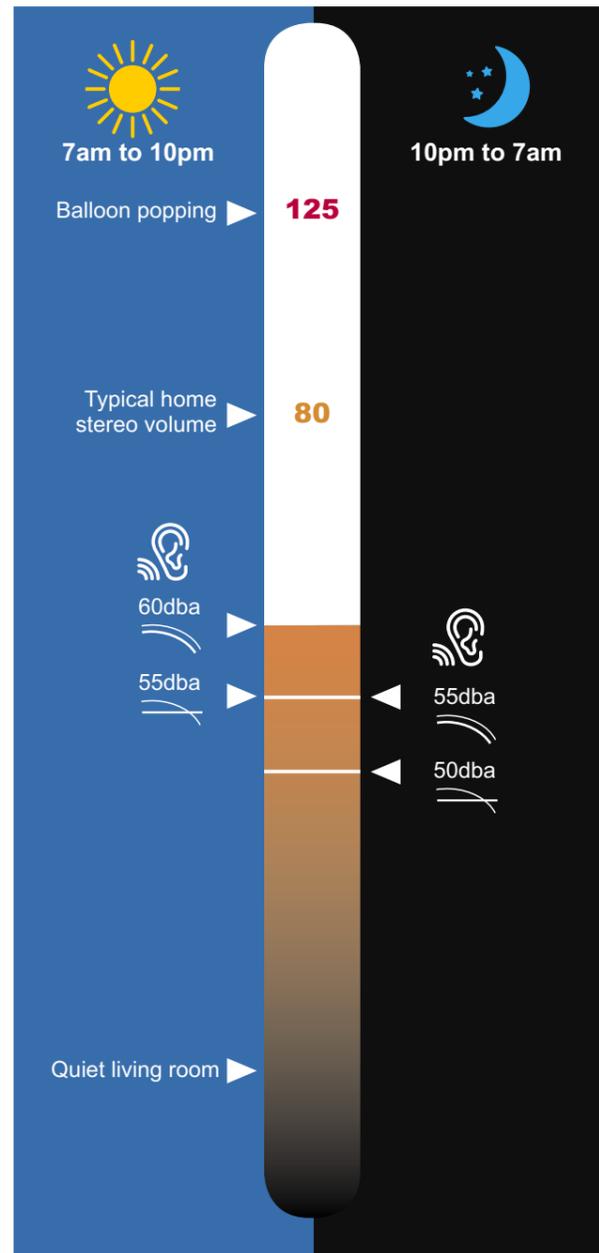


What if I am impacted by noise from existing roads?

The Noise Review only recommends noise mitigation measures for the road upgrades and does not consider noise on existing roads, however residences affected by additional traffic on existing local roads due to the upgrade are considered.



The NSW Environmental Protection Authority's Flood Noise Policy 2011. Target noise levels for the project as at 1 metre from the building facade.

Upgrades of existing roads (includes duplication)

New freeways or main roads (includes Bypass)

Does the bypass integrate with the proposed Parkes Special Activation Precinct (SAP)?

Yes, numerous joint planning workshops have been held between the two departments over the last 12 months and changes have been made so that the bypass is built to adequately cater for future demand and needs of the Special Activation Precinct (SAP). Our documents have their design incorporated, and their documents have our design incorporated.

Does the Parkes Bypass integrate with ARTC's Inland Rail?

Yes, the design of the bypass includes a bridge over the inland rail line that allows for double stacked trains to pass underneath.

The intersections have been designed for freight traffic to access intermodal facilities within the SAP.

How will traffic be impacted during construction?

The majority of construction will occur along the project corridor to minimise impacts on the local road network. Temporary detours and lane closures may be required at times. The community will be notified in advance of any traffic changes.

Construction activities and vehicle movements during peak holiday periods will be planned to minimise impacts on the local road network. Traffic changes will be communicated to motorists through electronic message signs and livetraffic.com

How can I find out more?

Roads and Maritime Services is committed to keeping the community informed. For more information on the Parkes Bypass project:

www.rms.work/parkesupgrade

newell.upgrade@rms.nsw.gov.au

1800 741 636 (Option 4)

PO Box 334, Parkes NSW 2870

Parkes Bypass FAQs

Project background

Why is the project needed?

The Newell Highway supports local traffic, tourists, farmers and heavy vehicles transporting freight between Queensland and Victoria. The highway through Parkes is constrained by level crossings, four 90-degree bends in the road, narrow road and intersection widths and the CBD has high pedestrian traffic.

What will the Parkes bypass achieve?

The bypass will provide an alternative route west of the Newell Highway to allow motorists, particularly heavy vehicles, to travel around rather than through Parkes.

How many trucks will the bypass remove from the main street of Parkes?

The bypass would remove up to 1200 trucks per day from local streets and improve safety for motorists.

What will be the travel times saving be once the bypass is completed?

The bypass will increase the reliability of trips for motorists and reduce travel time by up to 10 minutes for through traffic using the Newell Highway, compared to the existing route through town.

How long is the bypass as detailed in the concept design?

The bypass will be 10.5 kilometres long and extend along the western outskirts of the city.

Where is the planning for the Parkes bypass up to?

We have developed a concept design and are inviting feedback on the design and the Review of Environmental Factors (REF).

All feedback received is important and will help shape the final design. After the REF is determined, the project will move into development of the detailed design.

What does the Review of Environmental Factors (REF) contain?

The REF has been carried out to determine the potential environmental and social impacts of the Parkes Bypass project.

A REF is used to assess the potential environmental impacts of the proposed project and identify ways to manage and mitigate these impacts including traffic, noise, flooding, water quality and biodiversity.

For more information, you can view the Review of Environmental Factors document by visiting www.rms.work/parkesupgrade

What will the new bypass road involve?

The Parkes bypass design involves:

- One lane of traffic in each direction, connecting to the existing Newell Highway to the south of Barkers Road, re-joining near Maguire Road to the north of the town.
- Four key intersections comprising:
 - T-intersections where the new bypass connects to the existing highway near Barkers Road (south) and Maguire Road (north)
 - a staggered T-intersection at London Road
 - a four-way roundabout at Condobolin Road
- A bridge across the Broken Hill and Parkes to Narromine rail lines and Hartigan Avenue and a shared pedestrian/cycleway bridge across the Parkes Bypass connecting Victoria Street and Back Trundle Road
- An extension of Hartigan Avenue that would connect to Broilgan Road (west of the bypass) and Condobolin Road
- Changes to local roads to tie in with the new bypass.

What are the project objectives?

Upgrade of the Newell Highway at Parkes aims to improve:

- Freight efficiency and productivity
- Access for high productivity vehicles (double road trains, B-triples, AB triples) through Parkes as well as providing a link to existing road train routes to the west
- Safety of the railway level crossings
- Travel times at Forbes Road level crossing (near Hartigan Avenue) and the Welcome level crossing
- Pedestrian access in Parkes particularly across Bogan Street
- Access to Parkes National Logistics Hub
- The attractiveness of Parkes as a place to live and work
- East-west traffic flow in Parkes, particularly Henry Parkes Way to Orange and Condobolin.

What percentage of traffic is expected to be diverted onto the bypass?

Modelling shows approximately 74 per cent of freight traffic which currently travels through the centre of Parkes is expected to use the bypass. About 60 per cent of light vehicle traffic is expected to continue travelling through Parkes once the bypass has been opened to traffic.

Is there funding for the project?

The NSW Government has invested \$13.4 million toward detailed planning for the upgrade of the Newell Highway at Parkes as part of the \$500 million Newell Highway upgrade program.

The Federal Government has recently committed \$100M for the Construction of the road, as Part of the Roads of Strategic Importance initiative (ROSI) Toowoomba to Seymour corridor \$510 million program.

What is the expected timeline for the bypass project?

Construction on the Parkes bypass is expected to take up to three years to complete, subject to weather and access considerations.

Does the proposed bypass reflect a previous Parkes Shire Council proposal for a western ring road?

Roads and Maritime Services started planning for the potential upgrade of the Newell Highway at Parkes by reviewing options for new and existing routes. The planning has built on a previous Parkes Shire Council proposal for a Western ring road.

Will pedestrians and cyclists benefit from the bypass?

A benefit for pedestrians and cyclists due to the provision of a dedicated off-road, shared path pedestrian and cyclist bridge along Victoria Street and Back Trundle Road to access the Parkes Christian School.

Economic Impact

What consultation has been carried out with the local business community?

Community feedback was invited on the proposed 10.5 kilometre bypass from December 2016 to February 2017 to inform the REF (Review of Environmental Factors) and concept design.

Targeted business surveys were also carried out between 17 July 2017 and 4 August 2017 with 105 local businesses throughout Parkes, selected based on their likely reliance on passing-trade, such as restaurants and cafés.

The surveys were used to understand:

- The types of businesses in Parkes, the type of customers they receive and perceived degree to which businesses rely on passing trade
- Potential seasonal variations in business and the factors that impact daily trade
- The perceived impact that the proposal would have on business and trade in Parkes
- Potential strategies to minimise the proposal's impact on local business.

Local residents, business owners and road users are encouraged to attend the upcoming information sessions to find out more about the project and speak with members of the project team.

How is passing trade being encouraged to stop in Parkes?

Roads and Maritime Services is working with Parkes Shire Council to create designs for town gateways or town entrance statements.

In addition this project will make use of the Bypassed Town signage which is a NSW Government initiative which aims to encourage travellers to stop and visit bypassed towns in rural and regional NSW. The signs are a first for NSW and feature colour images depicting the features of bypassed towns.

The signs will form part of the NSW wayfinding signage and more information about the signage initiative can be found at www.rms.nsw.gov.au/projects/bypasses/signage-initiative.html

Community

What consultation has Roads and Maritime Services had with the Parkes community on the proposed bypass?

In December 2016, Roads and Maritime Services issued the proposed bypass design and invited the community and other stakeholders to provide comments by:

- Asking people to respond to an online survey
- Running nine community drop-in sessions
- Undertaking key stakeholder meetings
- Holding face-to-face meetings with affected residents, key businesses, and property landowners.

Through this process, Roads and Maritime Services: Received 220 responses to the online survey

Had over 800 people attend the nine community drop-in sessions.

What were some of the key community concerns?

Key in the community and stakeholder's responses, were concerns about the potential loss of passing trade and/or businesses choosing to relocate or not locate themselves in Parkes once the bypass was built.

How are freight movements predicted to change over time?

The total freight task on the Melbourne to Brisbane corridor is estimated to increase from the 4.5 million tonnes recorded in 2007 to 11.5 million tonnes by 2029. This equates to 32 per cent growth for light vehicles and 38.4 per cent growth for heavy vehicles from 2017 to 2033.

Will the bypass connect to the logistics hub and proposed inland rail?

The bypass will facilitate connectivity to the Parkes National Logistics Hub and the Inland Rail and also improve amenity and pedestrian access in Parkes near the existing Newell Highway alignment

Where exactly will the bypass extend to and from?

The upgrade would involve relocating the highway about two kilometres west, between Maguire Road to the north and Barkers Road to the south - a total length of 10.5 kilometres.

How can community members provide feedback to the concept design and REF?

The concept design and REF will be on display from 1 July to 9 August. There are many options to provide your feedback, visit rms.work/parkesupgrade or call in and chat with the project at one of the drop in sessions.

The concept design provides details of the bypass and new intersections, the road design and bridges. A range of environmental assessments were undertaken to investigate the potential environmental impacts of the project and to identify ways to manage them. These assessments have been collated and released as the Review of Environmental Factors (REF).

Submissions can be made by emailing newell.upgrade@rms.nsw.gov.au or mailing to PO Box 334 PARKES NSW 2870. All comments will be addressed in the submissions report and used to prepare the final project design.

What is the largest heavy vehicle which can currently travel through Parkes?

Largest currently approved vehicle is 26 metre B-Double, due to constraints by level crossings, four existing 90-degree bends along the highway, narrow road widths and potentially dangerous interactions with pedestrians and local traffic.

When will access be given for Type 1 road trains and PBS level 3 vehicles?

Roads and Maritime Services is committed to a short term solution to enable Type 1 road trains and PBS level 3 vehicles to move through Hartigan Ave and Mitchell Street in Parkes.

We are also working with ARTC to upgrade the rail level crossings on the Newell highway at Welcome and Tichborne to allow access for these vehicles.

What will be the next step in the process to deliver the bypass?

Community feedback as well as feedback and ongoing engagement with Parkes Council, Department of Planning and Environment, Inland rail and other stakeholders will contribute to the final detailed design.

Noise

How will noise be assessed and managed?

The NSW Environment Protection Authority (EPA) Road Noise Policy states what traffic noise levels at houses should be following the upgrade. We have provided a diagram on the next page to explain this approach. The policies and guidelines are available to view online at epa.nsw.gov.au/noise and rms.nsw.gov.au (go to the environment page).

How is noise measured?

The measurement unit for sound and noise is decibels (dB). A sound level in dB represents the sound pressure level, which is the amount of sound a listener receives.

As sound levels near a road may vary, such as when a truck is driving past, the LAeq (Equivalent Continuous Level) measurement is used to show an average noise level over a given period.

Target noise levels

During the design and noise assessment process we generally seek to achieve the following noise levels at residences:

- 55 decibels during the day and 50 decibels at night for new freeways or main roads in the new areas
- 60 decibels during the day and 55 decibels at night for upgrades of existing roads
- Other noise sensitive receivers such as schools, hospitals, nursing homes and places of worship are also considered.

How do I know if my property is going to be affected by noise?

As part of the Review of Environmental Factors, Roads and Maritime Services built a 3D noise model of the town of Parkes and measured a pre bypass scenario (the model was calibrated with actual readings using noise loggers) to give an indication of the current noise levels. We then introduced the Parkes bypass to the model and predicted the noise in that scenario.

A noise mound is proposed to shield the residences of Moulden Street, but elsewhere the properties affected are considered in isolation.

In the bypass scenario model including the proposed noise mound, 27 properties experience an increase in background noise between 2DB and up to a maximum of 12DB. A number of properties also experience and increase of between 0BD -2DB.

The 27 properties have ALL been personally contacted by Roads and Maritime Services and may be eligible for compensation.

The properties that experience an increase of between 0BD -2DB will not be eligible for compensation as per NSW Environment Protection Authority (EPA) Road Noise Policy.

I would like to know if my property is affected?

If you believe your property may experience an increase in noise as a result of the bypass, but haven't been contacted by Roads and Maritime Services, please see staff at the displays or contact Roads and Maritime Services who will be only too happy to sit down with you and discuss your individual circumstances.

What if I am impacted by noise?

Eligibility and level of treatment is based on the operational noise model and relevant NSW guidelines to ensure that treatment is provided equitably.

Eligible properties will receive a specific package of treatments for their home depending on the expected noise impacts and existing features of the property. The treatments may include:

- Upgrading windows and doors
- Sealing wall vents and upgrading window and door seals
- Installing ventilation such as fans or air conditioning (split system or ducted) to maintain the flow of fresh air when windows and doors are closed.
- Every property will receive a unique package of treatments based on the expected noise impacts and the construction and condition of the residential dwelling. If a property is not eligible for at-house noise treatment, this means that the expected operational noise impacts are within the target noise levels.