

Tamworth Integrated Transport Plan

Summary Report - May 2024



Connection to Country

Transport for NSW and Tamworth Regional Council acknowledge the traditional custodians of the land, the Kamilaroi/Gomeri people, who have cared for this land since time immemorial. We pay our respects to their elders, past, present and emerging, and commit ourselves to a future with reconciliation and renewal at its heart.

The Kamilaroi people were the first to call the Tamworth region home, with some of their history recorded on rock art that is preserved across the region. The Kamilaroi Nation is one of the four largest Indigenous nations in Australia; a unique culture that has contributed greatly to our history and community.

The Gamilaraay language has given our area many unique place names including; Barraba, a place of many yellow jacket or box trees, Manilla, *winding river*, Calala, *place of battle or a winding river* and Goonoo Goonoo, *running water over rocks in times of drought*. We travel on routes today - from rail lines to roads and water crossings - that follow traditional Songlines, trade routes and ceremonial pathways in Country that Aboriginal people have followed and cared for over tens of thousands of years. All project design should start with Country - acknowledging and celebrating Country while working actively to address disadvantage and make plans to improve outcomes for Aboriginal people. This Plan aims to create successful places with the right integration of story telling, infrastructure and services to give communities social, cultural and economic outcomes. Through the initiatives identified in the Plan, Transport and Council will commit to helping support the health and wellbeing of Country by valuing, respecting, collaborating and being guided by Aboriginal communities to identify ways to connect, design and care for Country.



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Cover image: Photo of Tamworth Accessible Transport Hub Shelter

1. Introduction

The Tamworth Integrated Transport Plan (the Plan) aims to provide an overarching approach to enhance the transport network for the local community. It aligns with the strategic directions of Tamworth Regional Council's Blueprint 100 Plan and Transport for NSW's Future Transport Strategy. The Plan identifies priority projects to guide where investment is needed to help meet current and future Transport needs of our community and those who visit.

Tamworth is a major regional centre that is expected to have significant population and economic growth over the next 20 years. Transport for NSW (Transport) and Tamworth Regional Council (Council) have a joint responsibility to manage and provide a sustainable, connected and equitable transport network, and have collaboratively developed the Tamworth Integrated Transport Plan to meet the current and future transport needs of the region.

By closely examining how our road network, public transport services, and active transport (walking and cycling) networks connect and interact, we can better plan our transport network to align with future land developments and create a more sustainable, healthier future as we continue to grow. This growth also provides opportunity for investors and freight providers to gain efficiencies in how they operate, helping increase the economic viability of region.

Both Transport and Council are committed to continue working together and with other government agencies to deliver the priority outcomes from this Plan. This is regardless of whether the accountability for an individual initiative sits with the State (for example Public Transport Services and State roads) or Local Government (such as Local Roads and footpaths).

Transport plays a key role in enhancing place qualities and achieving economic success that support liveable communities. This Plan responds to the growing pressures on the existing transport network by considering both infrastructure upgrades, new active travel connections, public transport and mobility-on-demand alternatives, as well as moving away from reliance on private vehicles to more sustainable modes of transport. The economic strength, health, safety and environmental welfare of the region are all inherently linked to the quality of the transport network.

Providing a connected, sustainable, healthy, efficient and safe transport network ensures the region continues to be an attractive place to live with a strong economy supporting sustainable growth.



Historically, our reliance on private vehicles has heavily influenced development and design of our transport networks. Private vehicle usage accounts for around 95 per cent of all journeys to and from work in the Tamworth area. A shift to other more sustainable modes of transport, by connecting and improving our active transport links and public transport services, will be a key driver for future investment and change.

We will seek to make the best use of our road network for the community by implementing the Movement and Place Framework as well as the Road Space Allocation Policy described

later. While we have a goal to reduce our level of dependency on private vehicles, we also recognise that our road network and the flexibility it provides for freight and personal travel will continue to play an important part in our future.

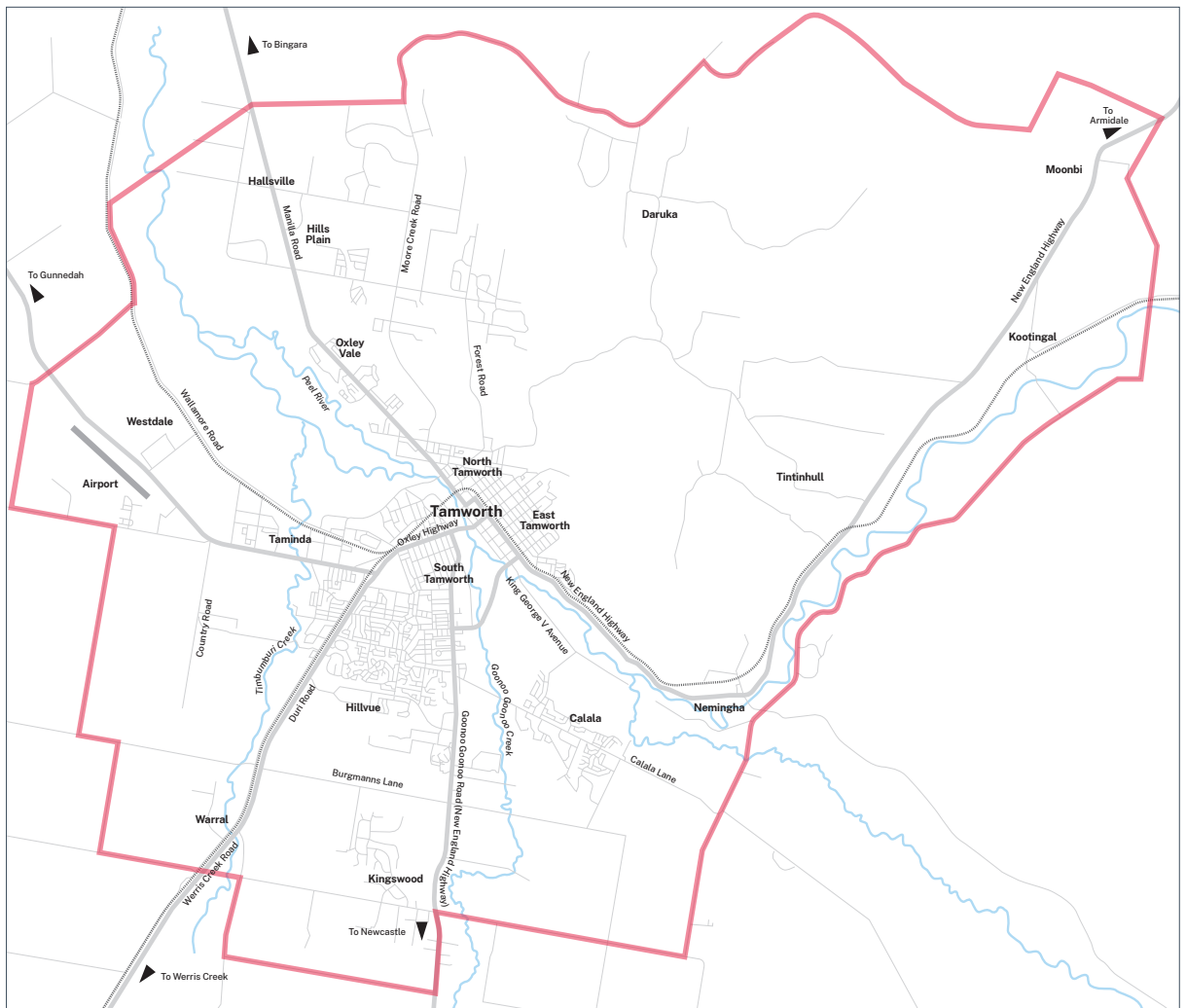
We have an overarching goal of providing a more sustainable and equitable transport system for the people who live, work and visit Tamworth. We acknowledge our transport system is a significant driver and an enabler for economic prosperity and plays a key role in improving access to health, employment and education.



Photo of Tamworth Country Music Festival

We have set ourselves some aspirational targets for increasing the mode share for active and public transport usage. These targets are quite ambitious as we seek to align ourselves with other major cities where there are multiple choices in travel modes. Transport and Council are committed to working together to achieve the vision of a more sustainable transport system, with the economic, social and health benefits that this brings to our community.

This Plan identifies active and public transport infrastructure services, major freight links, opportunities for implementing new technologies, and where further investment is required for improving road capacity. Our goal is to provide the community with a range of viable transport options for each given journey so that the most suitable transport mode can be utilised, and that an equitable transport network is established. Achieving this will involve embedding transport options as a key part of our land use planning and development criteria.



Tamworth Integrated Transport Plan study area

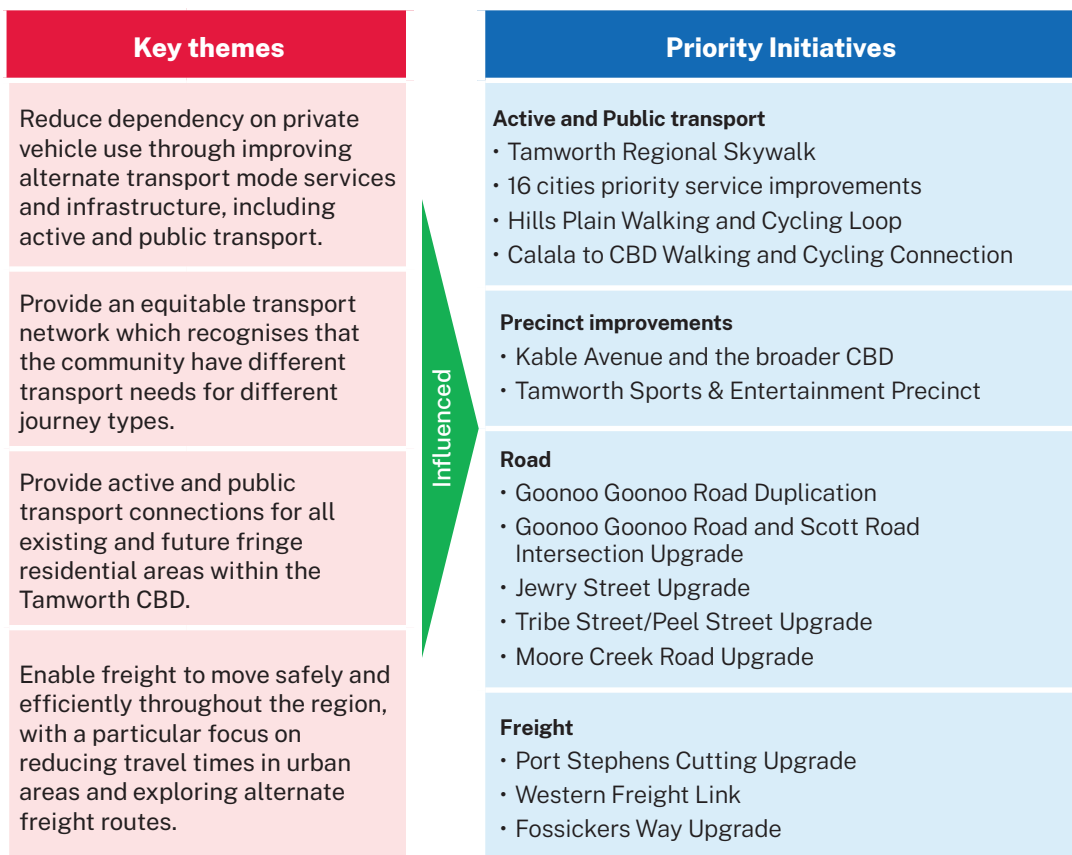
2. Vision

Our vision aims to foster and strengthen the effective and committed partnership between Transport and Council. Working together with a shared view of enhancing our transport network, this partnership will look to support, champion and drive the delivery of key outcomes and priorities from the Plan, now and into the future. The transport network we provide must be financially sustainable and long-sighted, focusing on

sound planning outcomes to ensure that we optimise investment in the right areas at the right time. It is important to recognise that escalating costs associated with large scale infrastructure is difficult to sustain. Fully utilising our current assets to maximise their potential will be a priority as population increases and more trips are made across our road network.



A future Tamworth has a connected, sustainable, efficient and safe transport network that supports economic growth and presents our community with an equitable, diverse range of transport options.



Influenced

Key themes and key initiatives identified

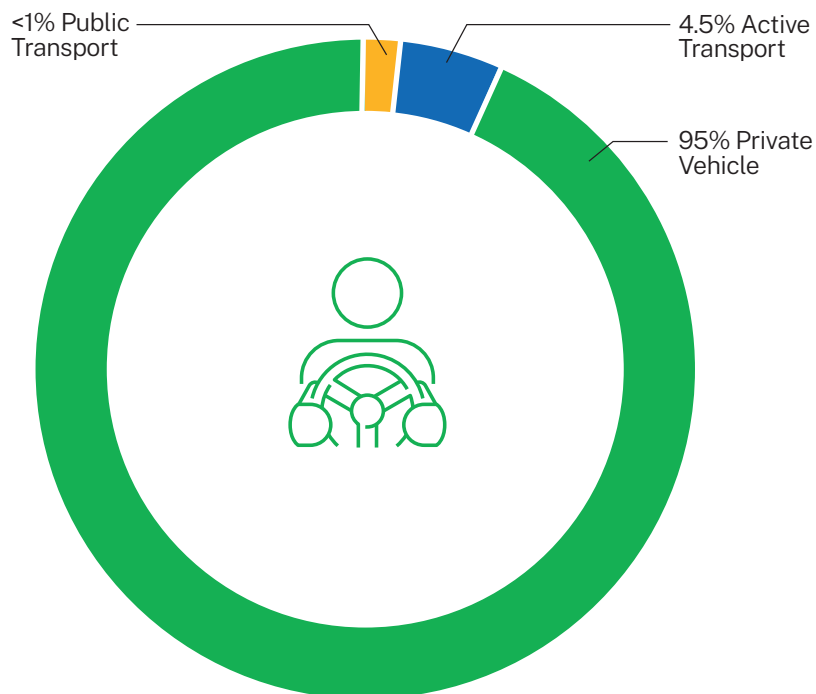
Who we are and how we travel

The Tamworth Local Government Area (LGA) is the heartland of the New England North-West region of NSW, which covers around 9893 kilometres squared. We have a proud, rich history and diverse makeup. Each year we welcome thousands of tourists to our region for the Tamworth Country Music Festival, equine and livestock events, regional sporting facilities, outdoor adventure, arts and cultural events.

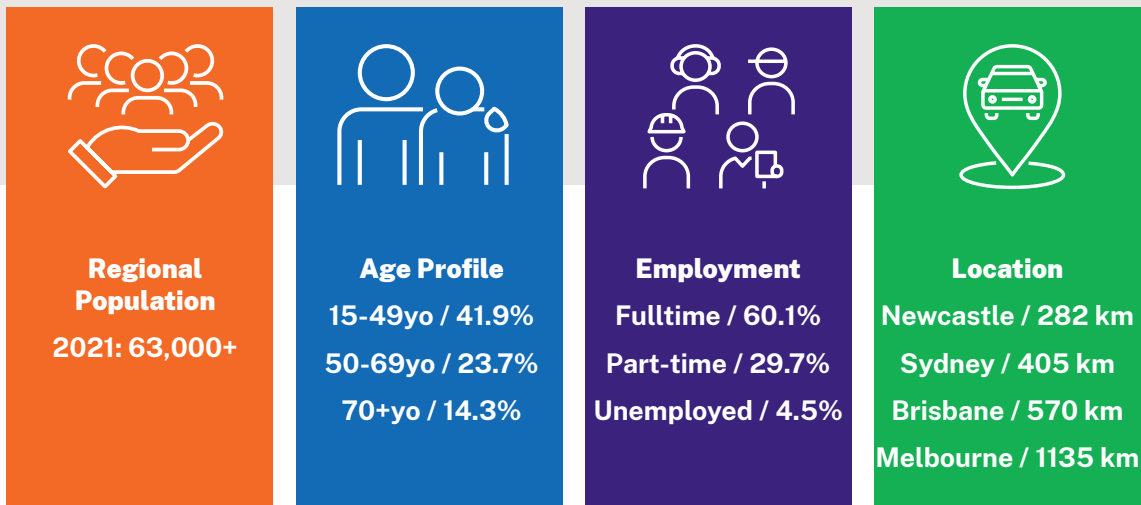
As with most regional cities and towns, people living in Tamworth rely very heavily on

private vehicles for their day-to-day transport. Private vehicles make up around 95 per cent of everyday journeys to work, while only 4.5 per cent of people in Tamworth use active transport for their normal daily commute, with less than one percent utilising public transport. The movement of freight on the road network into and within the LGA provides a significant number of road trips across the network.

The reliance on road based transport presents challenges for both our economic health and community well-being, which we must address as our growth continues.



How we currently travel



Source: Australian Bureau of Statistics, 2021

We have a culturally and linguistically diverse community which need to be accounted for.

- Our top five languages (other than English) are Mandarin, Vietnamese, Tagalog, Punjabi and Nepali.
- Our community consists of people from all walks of life and various locations across the world with the top five birthplaces

residents have migrated from being England, Philippines, New Zealand, India and Vietnam.

- We have over 8000 (12.7 per cent) First Nations people that are Aboriginal and/or Torres Strait Islander residing in our LGA, significantly more than those residing in NSW as a percentage (3.4 per cent).



Photo of pedestrian safety improvements at Dungowan Primary School



Photo of new Manilla Bridge over the Namoi River

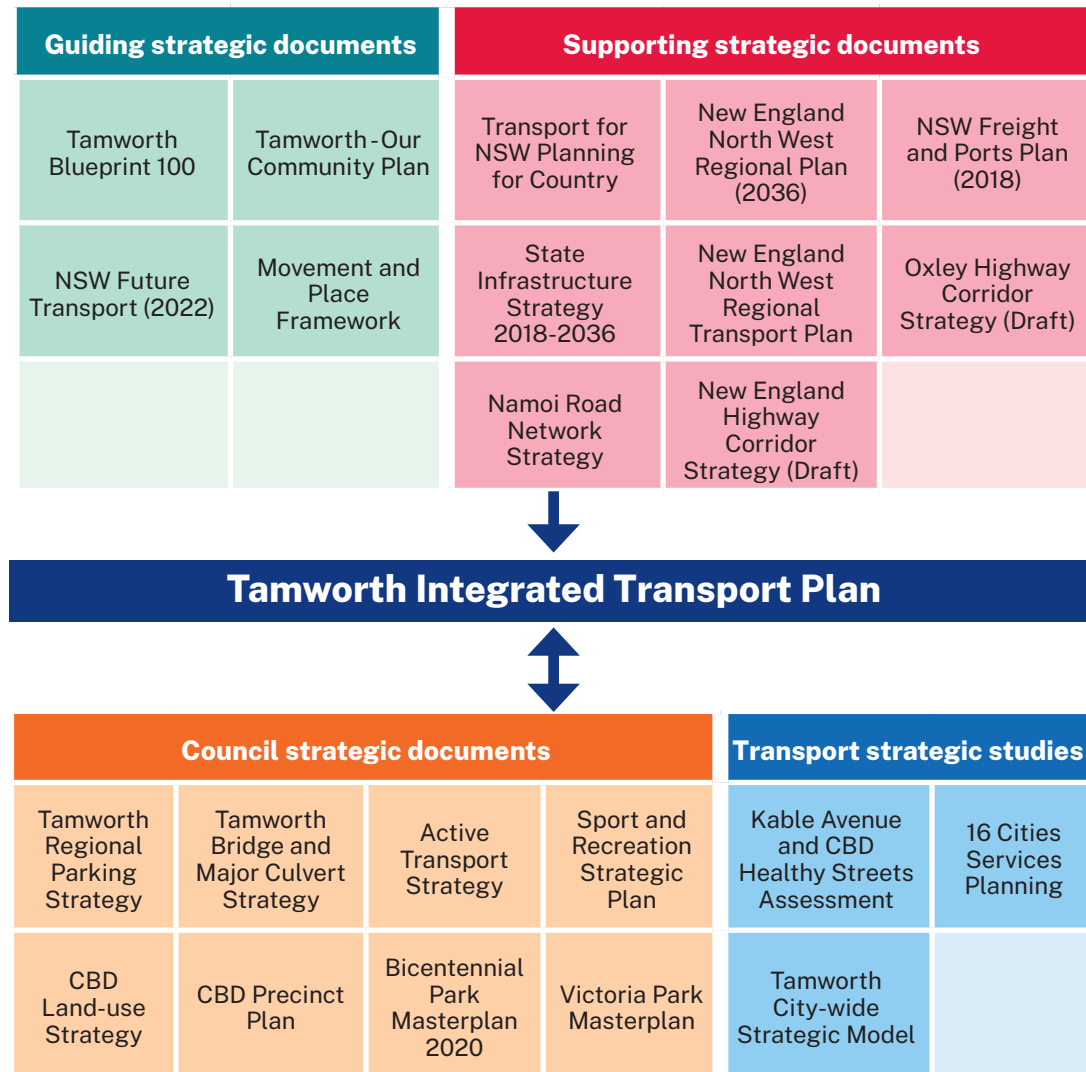


Snapshot – Tamworth LGA

3. Strategic alignment and planning context

This Plan builds upon and learns from previous studies, while seeking to provide an approach that aligns with current Local and State government policies and plans.

As priority initiatives will need support and funding from several layers of Government, it is important to align the Plan priorities with Local, State and Federal strategic directions. Some of these that have informed the Plan are outlined in the chart below. Of these, there are four key strategic influences that have provided significant direction for the Plan.



Strategic alignment of Integrated Transport Plan

This Plan aligns with and draws direction from a number of studies, strategies and policies, the five key strategic influences that have provided significant direction for the Plan are discussed below.

Blueprint 100 - Our Community Plan

Council's Our Community Plan has been developed with significant input from the community. It outlines Tamworth's vision for the future and how it will be achieved to deliver a more connected, sustainable, and vibrant Tamworth, attuned to the needs and aspirations of our community. This plan is based on nine key priority areas:

- Our water security
- A liveable built environment
- Prosperity and innovation
- Resilient and diverse communities
- Connect our region and its citizens
- Working with and protecting our environment
- Celebrate our cultures and heritage
- A strong and vibrant identity
- Open and collaborative leadership.



Photo of Levee Bank shared path

Future Transport Strategy

The Future Transport Strategy is the NSW Government's principal transport policy for NSW. It presents a vision for the planning of transport network infrastructure in NSW. The strategy is based on three outcome areas:

1. Connecting our customers' whole lives
2. Successful places for community
3. Enabling economic activity.

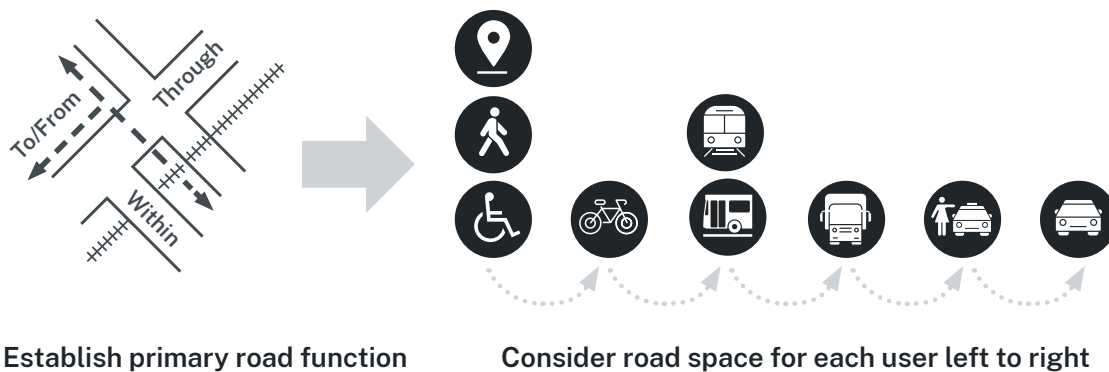


Photo of Hillvue Primary School safety improvements

Road User Space Allocation Policy

The Road User Space Allocation Policy outlines a hierarchical approach to prioritising different modes of transport. This approach considers all road users and supports the strategic aim to reduce car dependency by promoting more sustainable and equitable options within urban areas.

Road User Space Allocation Considerations



Movement and Place Framework

The NSW Movement and Place Framework illustrates a shift in transport planning, recognising that movement corridors are not only for transit, but vital places for people to spend quality time, whether for work, recreation or retail purposes.

- **Movement** – how the corridor moves people and goods (for example, major freight route, arterial connection road).
- **Place** – how the corridor is a destination in its own right (for example, bypass road, civic spaces and main streets).



Healthy Streets

Healthy Streets is a human-centred framework for embedding public health in transport, public realm and planning. This framework is used to assess an area, corridor or street, ultimately developing design options to enhance the amenity and function of the street. Healthy Streets measures a streets design using 10 indicators (shown below) which represent the basic requirements for people to feel welcome to use the space on foot, by bike or public transport.



Healthy Streets framework

Transport and Council have carried out numerous studies and strategies together, representing a joint effort between all levels of government, private industry, key stakeholders, and most importantly the community.

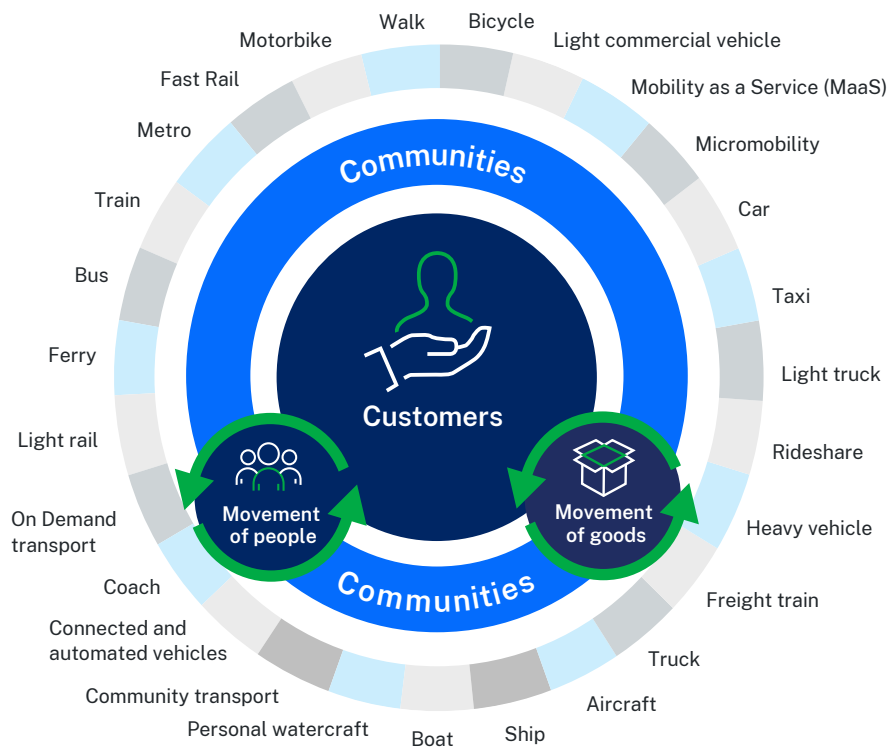
Of particular significance are:

- Tamworth Regional Parking Strategy
- Connected Cycling Network (CCN)
- Arcadia Traffic Study
- Western Freight Link Options Report
- Healthy Streets Assessment Tamworth CBD
- Tamworth City Wide Transport Model (2022)
- Active Transport Strategy.

Identified major residential growth areas to the north and south of Tamworth will heighten the importance of having sound corridor planning connecting these areas with places of employment, the Tamworth CBD and also each other. Similarly, the major future jobs precinct is strategically placed to the west of Tamworth near the Tamworth Regional Airport and Intermodal Freight Hub, providing opportunity for investors and freight providers to gain efficiencies in how they operate.

These strategic plans, strategies and investigations have highlighted the following key focus areas which form the basis of this plan:

- Active transport (walking and cycling)
- Public transport (road and rail)
- Freight (road, air and rail)
- Private journeys (road and air)
- Car parking
- Land use planning (transport planning integration)
- Transport innovation and technology.





Movement of community

*Source: New England North West Regional Plan 2041 (nsw.gov.au)

4. Challenges, key drivers and objectives




As the region continues to grow, particularly within the Tamworth urban area and immediate surrounds, there will be increased strain placed on our current transport network. Strategically aligning policies, plans and studies spanning across all levels of government has enabled





the identification of current issues, along with future focus areas as our region continues to grow. This includes identifying key issues, drivers and objectives, which will ensure the plan targets the areas that require the most attention.

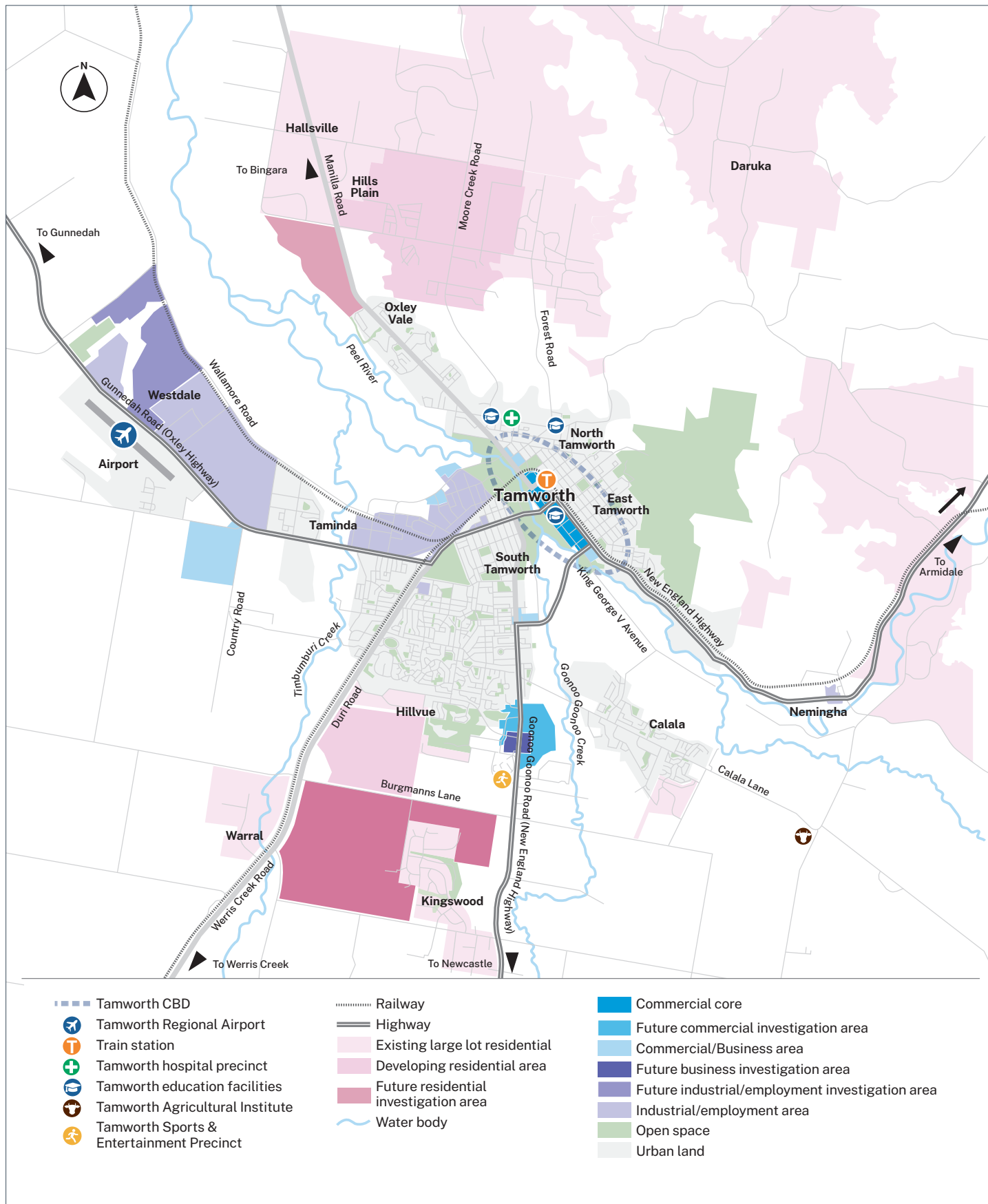
| Social issues | Challenges and key drivers | Objective |
|--|--|---|
| <p>Health and safety</p>  | <ul style="list-style-type: none"> • High frequency and severity of road related trauma. • Ensuring users of the transport network are safe. • Incorporating safety into design. • Improved participation in active transport modes to help drive individual health. • Improved end of trip connections and infrastructure for active and public transport. | <p>Make it easier for people to chose active transport as a viable transport option, along with improving the overall safety of our transport network.</p> <p>Reduction in fatal and serious injury crashes in line with safer systems and towards zero outcomes.</p> |
| <p>Ageing and increasing population</p>  | <ul style="list-style-type: none"> • A higher than average (State and National) population of people aged 65-84. • Increased demand for equitable transport infrastructure, such as active and public transport options. • Increased demand for disabled car parking. • Increased population will require a transport network that can accommodate an increase in passengers as well as improved connections where growth / development is planned to occur. | <p>Plan and design infrastructure upgrades and services with with an understanding of the needs of an aging and increasing population.</p> <p>Target public transport improvements to those who need it most in the community.</p> |



6.7% of our residents require assistance for day-to-day tasks due to a disability.

| Social issues | Challenges and key drivers | Objective |
|---|---|---|
| <p>Future development / growth areas</p>  | <ul style="list-style-type: none"> • Increased strain will be placed on existing transport network. • Identified major residential growth areas to the north and south of Tamworth heighten the importance of sound corridor planning. • Links to new / growing development areas with the transport network, most notably connecting new residential areas with Tamworth CBD and areas of employment, retail, recreation and leisure. This includes the future jobs precinct, which is strategically placed to the west of Tamworth near the Tamworth Regional Airport and Intermodal Freight Hub. • Ensuring all greenfield and infill growth areas cater for multi-modal journeys. | <p>Ensure new development areas provide a functioning multi-modal transport network which gives residents, workers and visitors viable choices of transport mode.</p> <p>Ensuring satellite developments are planned to reduce unnecessary trips on the network.</p> <p>Planning developments so that transport links form a connected network to key attractors.</p> |
| <p>Physical ability and spatial spread</p>  | <ul style="list-style-type: none"> • Over a third of the population have at least one long-term health condition with, 6.7 per cent of residents requiring assistance for day-to-day tasks due to a disability. • Reliance on accessible private, active and public transport options. | <p>Provide transport infrastructure that is inclusive, equitable, practical and Disability Discrimination Act (DDA) compliant for those with reduced mobility and/or disability.</p> |
| <p>Environment</p>  | <ul style="list-style-type: none"> • Sustainable use of natural resources, flora and fauna to ensure ongoing quality of environment. • Footprint of transport network directly impacts our natural environment through air quality, noise quality and amenity impacts caused by vehicles and infrastructure. • Ensuring preservation of the environment and maintaining amenity for those in the community. | <p>Make the best use of our transport infrastructure assets to maximise the serviceable life.</p> <p>To increase the level of sustainable transport options and uptake to reduce our carbon footprint.</p> |

| Social issues | Challenges and key drivers | Objective |
|--|---|--|
| <p>Amenity and Community Places</p>  | <ul style="list-style-type: none"> Meeting the increasing need of the community for public spaces and improved amenity. | <p>Adopting the principles of Road Space Allocation to influence our planning.</p> <p>Transport Planning creates opportunities for increased place making, cultural experience, tourism and lifestyle improvements.</p> |
| <p>Travel habits and expectations</p>  | <ul style="list-style-type: none"> Reducing reliance on private vehicles as the default/preferred transport mode to reduce congestion, improve amenity and environment. Understanding community and technical levels of service to make informed decisions on network changes. Need for improved education in the community around the benefits of sustainable and public transport options. | <p>Challenge the current private vehicle infrastructure focus promoting a shift towards sustainable transport upgrades.</p> <p>Provide a transport network that is safe for all people using our active transport infrastructure, public transport services, Freight and Private Vehicle networks.</p> |
| <p>Financial constraints</p>  | <ul style="list-style-type: none"> All levels of government are under significant financial pressure to deliver much needed infrastructure across NSW. Increasing cost of materials and labour alongside ageing assets. | <p>Ensure we maximise the use of existing assets and services whilst providing a functional transport network. It is important that future investment is spent in the right areas at the right times.</p> |
| <p>Freight</p>  | <ul style="list-style-type: none"> Freight pinch points including infrastructure such as bridges, and fit-for-purpose rest areas. Increasing freight task across NSW highlights the importance of integrating our road, rail and air freight transport modes. | <p>Integrate freight and logistics networks, industrial development, and agricultural productivity through targeted planning and harnessing infrastructure investment across transport network.</p> |







Tamworth region land use development plan

5. Summary of key issues and outcomes

Assessment of the key social challenges was used to evaluate key passenger transport modes and identify current issues, the actions required to address these issues as well as the benefits we hope to see once change is implemented.

These actions will help address the local transport needs of Tamworth and provide opportunities for passengers to travel how they choose regardless of age or ability, as well as help achieve State priorities such as net-zero emissions by 2050.

| Passenger transport mode | Current issues | Action | Outcome |
|--|---|---|---|
| Active transport  | <ul style="list-style-type: none"> • Not always connected to other pathways or transport modes • Low participation • Distance between services and satellite developments • Lack of safe crossing points on busy roads. | <ul style="list-style-type: none"> • Provide better connections to and between the CBD, transport hubs and residential areas • Provide connections between existing networks and public transport routes • Ensure equitable access for all regardless of age or ability • Improve the quality of active transport links so that new users are encouraged to uptake this mode of transport • Support the use of active transport advancements that enable greater commute distances to be undertaken through infrastructure and facilities. | <ul style="list-style-type: none"> • Viable alternate transport options will reduce the number of people using private vehicles • Increase participation, particularly for commuter journeys • Overall health improvements for the community • There is equitable access to active transport options. |

| Passenger transport mode | Current issues | Action | Outcome |
|---|--|---|---|
| Public transport (including rail)  | <ul style="list-style-type: none"> Limited services, options, operational hours and destinations Ensuring that services remain equitable and viable while meeting customer travel needs. | <ul style="list-style-type: none"> Explore opportunities to implement the service planning priorities identified through the 16-Cities Improvement Program Ensure equitable access for all regardless of age or ability Explore opportunities to improve understanding of community perceptions that may impede greater use of public transport. | <ul style="list-style-type: none"> Increase in Public Transport patronage and viability Reduced reliance on private vehicles for day to day trips Public transport services are accessible for those who need it most. |
| Freight  | <ul style="list-style-type: none"> Network pinch points for higher productivity vehicles Primarily via road Limited rest areas. | <ul style="list-style-type: none"> Cater for a wider range of freight options Promote rail freight connections Improve safety and efficiency for freight providers. | <ul style="list-style-type: none"> Increase in economic output Reduced road trauma and social impacts from crashes involving heavy vehicles Higher productivity vehicles can travel safely and efficiently across the network. |
| Air  | <ul style="list-style-type: none"> Commercial viability of the operators limits available services and route options. | <ul style="list-style-type: none"> Engage with operators for opportunities to improve services and route options Improve public transport connections between the airport and regional transport hub Improve access into the airport for all vehicles Investigate opportunities to integrate air, rail and road freight networks. | <ul style="list-style-type: none"> Viable alternate transport mode option Improved connectivity across transport modes for whole of journey trips Services meet community needs and expectations. |


| Passenger transport mode | Current issues | Action | Outcome |
|---|---|---|--|
| <p>Private vehicle and car parking</p>  | <ul style="list-style-type: none"> • High dependency and use leading to congestion on road network • Congestion associated with seeking desirable parking spaces • Sprawl of car parks on land that could be used to enhance place outcomes • Increasing financial sustainability of infrastructure upgrades. | <ul style="list-style-type: none"> • Provide safe and accessible alternative transport modes to reduce dependency on private vehicles • Increase education and provide options for alternatives such as car-pooling to reduce single-person journeys • Reduce number of private vehicles in and through the CBD • Move people to parking spaces in a more efficient manner • Minimise construction footprint of new car parks to preserve valuable CBD land. | <ul style="list-style-type: none"> • Reduce cars to help improve amenity by increasing value of place helping improve visitor experience • The uptake of alternative transport modes continues to increase over time • Reduced car parking demand within the CBD. |









Photo of Riverside shared path

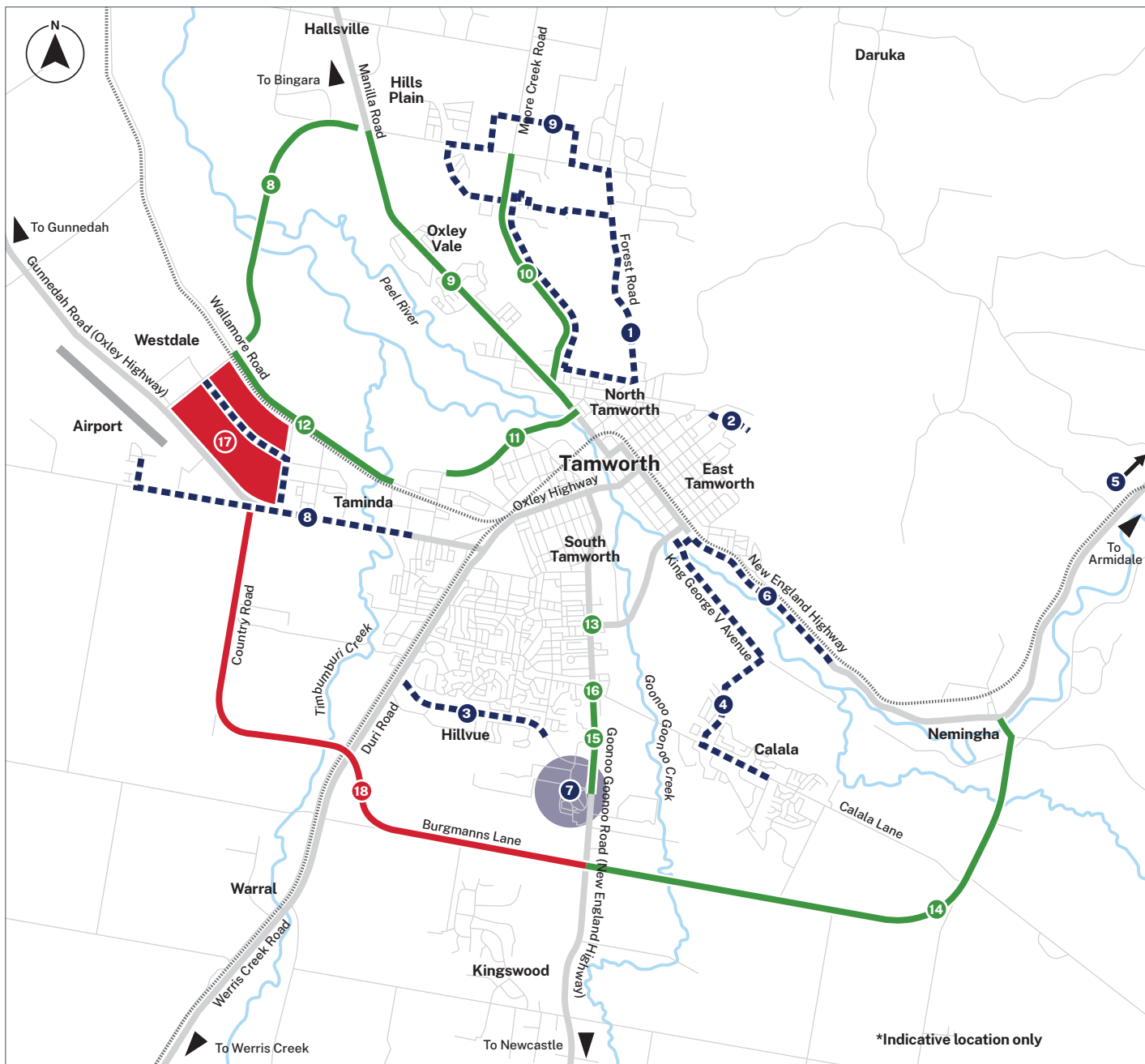
6. Priority projects

Council and Transport have identified a range of priority projects to support the vision to create a safer, more accessible, and equitable transport network. These initiatives will help address current and future challenges as the region continues to grow.

This planning process has us well-placed to deliver a prosperous and attractive Tamworth region.

| Passenger transport mode | Projects |
|---|---|
| <p>Active transport</p>  | <p>Shared paths / tourism</p> <ul style="list-style-type: none"> • Tamworth Regional Skywalk • Hills Plain Walking and Cycling Loop • Calala to CBD Walking and Cycling Connection • Kootingal to Moonbi Walking and Cycling Connection • Warwick Road Walking and Cycling Connection • TGGP/Airport Walking and Cycling Connection • East Tamworth to CBD Walking and Cycling connection. <p>Other projects</p> <ul style="list-style-type: none"> • End of trip and mid-trip facilities (water refill stations, seating, wayfinding signage, shelters) • Tamworth CBD Bicycle Hub. |
| <p>Public transport (including rail)</p>  | <ul style="list-style-type: none"> • Priority initiatives of the 16 Cities Bus Service Improvement Program • Investigate improvements to passenger rail services. |
| <p>Freight</p>  | <ul style="list-style-type: none"> • Western Freight Link • Heavy Vehicle Rest Area Improvements • Fossicker's Way Higher Productivity Vehicles (enabling access) • New England Highway Higher Productivity Vehicles (enabling access) • Port Stephens Cutting Improvements • Intermodal Freight Efficiency Improvements • Tamworth Global Gateway Park (TGGP) Heavy Vehicle Rest Area (HVRA). |

| Passenger transport mode | Projects |
|---|--|
| Air  | <ul style="list-style-type: none"> • Air Freight Feasibility Study • Expanding passenger flight services and frequency. |
| Road network  | <ul style="list-style-type: none"> • Moore Creek Road and Tribe Street Improvements • Manilla Road Upgrade • Goonoo Goonoo Road Duplication • Scott Road / Goonoo Goonoo Road Upgrade • Jewry Street Upgrade • Wallamore Road Upgrade • Northern Peel River Crossing (investigate connection between Manilla Road and TGGP) • Southern Access Route (investigate future connection between South Tamworth and Nemingha). |
| Car parking  | <ul style="list-style-type: none"> • Tamworth Regional Parking Strategy Update • Investigate opportunities for car-pooling and ride share. |
| Transport technology  | <ul style="list-style-type: none"> • Investigate additional locations for electric vehicle charging bays • Investigate smart parking technologies to improve CBD parking efficiency and usage. |
| Movement and Place – implementing  | <ul style="list-style-type: none"> • Tamworth Sports & Entertainment Precinct • Kable Avenue and broader (CBD). |



*Indicative location only

Active transport projects

- 1. Hills Plain Walking and Cycling Loop - Stage 1
- 2. Tamworth Regional Skywalk
- 3. Warwick Road Walking and Cycling Connection
- 4. Calala to CBD Walking and Cycling Connection
- 5. Kootingal to Moonbi Walking and Cycling Connection
- 6. East Tamworth to CBD Walking and Cycling Connection
- 7. Tamworth Sports & Entertainment Precinct Transport Improvements
- 8. TGGP/Airport Walking and Cycling Connection
- 9. Hills Plain Walking and Cycling Loop - Stage 2

Road projects

- 8. Northern Peel River Crossing
- 9. Manilla Road Upgrade
- 10. Moore Creek Road and Tribe Street Improvements
- 11. Jewry Street Upgrade
- 12. Wallamore Road Upgrade
- 13. Scott Road and Goonoo Goonoo Road Intersection Upgrade
- 14. Southern Access Route
- 15. Goonoo Goonoo Road Upgrade
- 16. Calala Lane and Goonoo Goonoo Road Intersection Upgrade

Freight projects

- 17. Tamworth Global Gateway Park and Heavy Vehicle Rest Area
- 18. Western Freight Link

Location of projects

7. Case Study – Kable Avenue

An example of how our vision can be put into practice, whilst aligning with local and State strategic directions can be illustrated through the application of the Movement and Place framework for Kable Avenue. Kable Avenue is a critical transport corridor within the Tamworth CBD. It acts as the boundary between the built environment of the CBD and the recreational space in Bicentennial Park. Currently, this corridor is predominantly used as a movement corridor for vehicles. Investigations show around 40 per cent of daily traffic do not have an origin or destination along Kable Avenue, but rather use the corridor to avoid traffic signals on the State Road network.

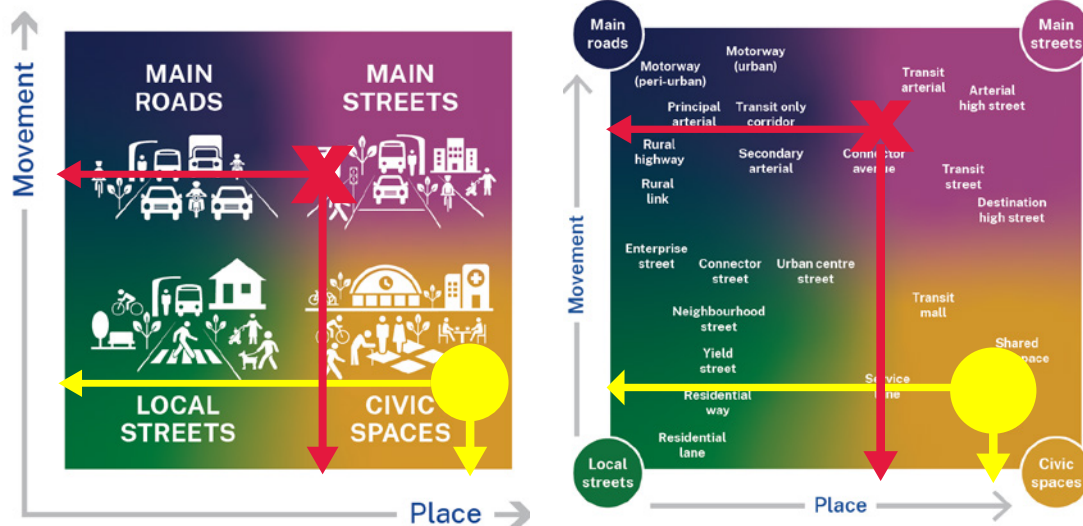
This volume of traffic (and the 85th percentile speed) creates a significant physical barrier between the CBD and Bicentennial Park, impacting the safety of pedestrians and restricting the use of the premier recreational area within the CBD. Of particular concern is

the high number of vulnerable pedestrians who utilise Bicentennial Park, including children, the elderly and those with disability.

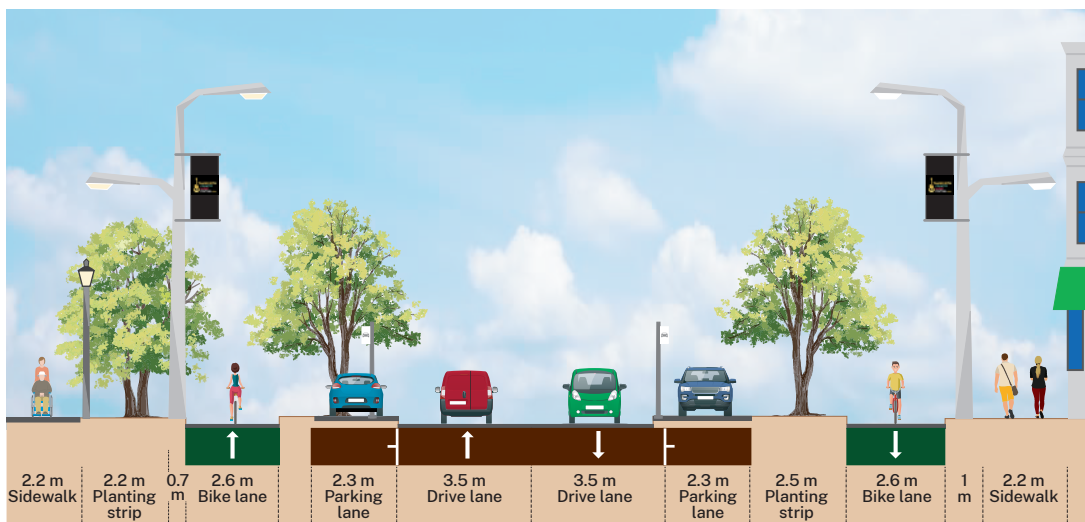
Future proposed developments such as the Tamworth Adventure Pool (TAP) will enhance the community value for Kable Avenue, but also increase the conflict between through vehicle ‘movements’ and people safely accessing and enjoying a ‘place’.

To address these issues, the Movement and Place Framework was initially used to assess the current function of Kable Avenue and determine a future vision for the area.

Utilising the Healthy Streets Indicators the current performance of Kable Avenue was assessed and scored. To address the key deficiencies and align with our future vision, several concepts can be developed that represent a shift in function for Kable Avenue.



The current (red) and proposed (yellow) movement and place function of Kable Avenue



Potential cross-section for a future Kable Avenue

This is only a preliminary example of what changes could be implemented to improve the place function of Kable Avenue. Detailed investigations, planning, community consultation, and funding would be required to turn the vision into reality. It is important to also understand what the impacts of any

proposed changes would be. Transport and Council have developed a transport model that can be used to determine the impacts to the surrounding network from any proposed changes. Utilising these tools, we can plan for future upgrades that support and enable better-connected community places.



Positive impacts of implementing Movement and Place Framework

8. Next steps

The Plan sets aspirational outcomes to increase mode share for active and public transport to help align Tamworth with other major cities who have well-established multi-modal transport networks.

As with any plan, only a few of the priority initiatives will have secured funding right from the start. Transport and Council will continue to work with key stakeholders, including

Department of Planning, Housing and Infrastructure, Regional NSW, and other State and Federal agencies to seek funding support to work towards delivering these priority projects.

Transport and Council are committed to working together to achieve the vision of a more sustainable transport system, with the economic, social and health benefits that this brings to our community.

A coordinated approach between all levels of Government and key stakeholders is critical in providing a sustainable and effective transport network that services the community, transport providers and visitors to the area for years to come as we continue to grow.



Photo of Kent Street shared path



Photo of crossing outside of South Tamworth Primary School



Photo of crossing outside of South Tamworth Primary School

Tamworth
Integrated Transport Plan
Summary Report

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Regional Council.

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