



# **Committee 4 Wagga Master Transport Plan & Alternate Route Plan for Wagga Wagga**

## **Discussion Paper**



This document outlines Committee 4 Wagga's concepts for a Master Transport Plan and Alternate Routes for Heavy Vehicles for the City of Wagga Wagga.

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**[www.committee4wagga.com.au](http://www.committee4wagga.com.au)**



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## MASTER TRANSPORT PLAN & ALTERNATE ROUTE PLAN FOR WAGGA WAGGA

The Committee for Wagga's (C4W) Strategic Plan identifies 23 key issues which will contribute to the City's growth and wellbeing. Highlighted in the Strategic Plan are several related points that include roads and transport infrastructure for a growing city with a predicted population growth of 63,000 in 2015 to 75,000 in 2025 and 80,000 in 2030. C4Wagga's Board of Management has focused on significant and visionary projects that will enhance and sustain the growing City of Wagga Wagga. One such project is the provision of Alternate Routes to alleviate traffic congestion and the intermingling of trucks and cars particularly on the Sturt Highway (A20) (locally known as Edward Street).

The future of the city relies on a vibrant community that will attract population growth. Vision and planning are necessary to attract that growth, which, in turn, will provide sustainable economic outcomes. Much of the planning needed revolves around a Master Transport Plan for the city and in particular alternate heavy vehicle routes.

The identified issues that relate to the C4Wagga's proposed Master Transport Plan and Alternate Route proposals, and which are subject to this discussion paper include

- A Wagga Wagga East-West Alternate Route.
- The Duplication of Gobba Bridge and Eunony Bridge.
- The Duplication of Glenfield Road including an additional Main Southern Rail overpass.
- The establishment of the Riverina Intermodal Freight and Logistics Hub. (RiFL Hub)
- The upgrade of the Sturt Highway. (A20)
- Provision for a High Speed Rail corridor and terminal.

Each of these issues are highlighted separately within this paper and provide an underlying relationship when considering and resolving the transport needs for the future of the City of Wagga Wagga.

In January 2015 the C4W Board of Management instructed GHD to provide a report, plans and maps under the following Considerations and Terms of Reference that included;

- A dual carriage way road network from east to west of Wagga Wagga.
- Heavy Vehicle Use including Semi Trailer, "B" Double trucks and "B" Triple trucks.
- Compatibility of Edward Street roundabouts and rail underpass with "B" Triple trucks.
- Continued existing use of Edward Street by motor vehicles. (cars)
- Integrated usage of roadways between cars and trucks.
- Upgrade and increase vehicle car lanes from 2 to 4 at Marshalls Creek Bridge on Edward St.
- Upgrade total surface of Edward Street.
- Map Southern Orbital Alternate Route.
- Map Bomen Link Route to RiFL Hub and link to Olympic Way.
- Map Internal Alternate Route; River to River Link



Alternate Route options all commence from a point approximately 1km west of Kyeamba Creek Flood Plain (Sturt Highway).



Southern Orbital option would incorporate an Interchange at the Wagga Airport and proposed high speed rail station.



Southern Orbital would inter-connect with the Olympic Way at Lugsdin Rd and proceed west with an underpass off the Main South Railway.



Southern Orbital terminates at the (former) Yarragundry Speedway west of Wagga Wagga.



- Map duplication Of Gobba Bridge.
- Provide 2 way Bicycle access/platform on new Gobba Bridge for local and CSU users.
- Map duplication of Eunony Bridge and upgrading of existing structure to HML status.
- Map High Speed Rail proposed route, corridors and cohesion.
- Map Wagga Airport and Interchange Terminal for Road/ HSRail/Air.
- Integration of main city arterial road network into Alternate Routes.
- Truck Stop at Gumly Gumly (east) and Flowerdale (west) with facilities to include Driver change and accommodation facilities, fuel and food stations, truck parking bays, coupling bays, truck wash facilities, shuttle facilities and associated usage.
- Provide a better driving experience, welcome visitors to the city.
- Consider WWCC Spatial Plan.
- Consider REROC Regional Freight & Transport Plan.
- Consider NSW Long Term Transport Plan.
- Consult RMS planning.
- Influence WWCC LEP and road corridors.
- Influence allocation and rezoning of land in road corridors.



The Eunony Link option would underpass the Main Southern Railway to the north of the existing Oura Road underpass.



The Eunony Link would re-join the Olympic Way just north of the Estella Interchange.



Eunony Bridge requires upgrading to HML status and duplicating as part of the Eunony Link option.



The Eunony Link would utilise the existing Gobba Bridge which would be duplicated with cycle access.



The Oura Road deviation currently under construction would form part of the road plan for the Eunony Link option.



The Sturt Highway/Edward Street underpass at the Lake Albert Road intersection is a significant impediment to heavy vehicle traffic.



The round-about at Edward Street and Mason Street is a significant impediment to heavy vehicle and local traffic and would not cater for B-Triple trucks.



Pop-up truck recoupling bays are utilised by heavy vehicles across Wagga Wagga.



Marshall Creek Bridge on Edward Street is a significant impediment to through traffic where 4 lanes converge into 2 lanes.



Glenfield Road requires duplication to cater for high traffic levels at peak hours on a daily basis.



The Edward Street/Pearson Street roundabout is a major traffic congestion point with a high number of motor vehicle collisions.



Edward Street / Sturt Highway is constantly under repairs and maintenance due to the high level of heavy vehicle traffic.

## ACTION

The C4Wagga calls for the following action

1. That the NSW Government allocate the necessary funding from its 2015/2016 financial budget to undertake a comprehensive mapping and planning study for an east/west dual carriageway Alternate Route for the City of Wagga Wagga.

## RECOMMENDATIONS

The C4Wagga recommends;

1. That the NSW Government considers option 2 of the GHD report as an immediate internal alternative route to accommodate and streamline domestic, regional and interstate traffic to the year 2025.
2. That the NSW Government considers option 3 of the GHD report as an ultimate east/west external alternate route to accommodate and streamline domestic, regional and interstate traffic to the year 2030 and beyond.

JUDY GALLOWAY  
Chair  
Committee for Wagga

CHRIS FITZPATRICK  
CEO  
Committee for Wagga

# GHD REPORT

The ensuing documents and maps provided by GHD are titled:

## **Wagga Wagga Heavy Vehicle Alternate Route Preliminary Route Option Assessment Report.**

The GHD report provides three options for alternate routes around the City of Wagga Wagga. The full report is incorporated into this document.

# REROC

The REROC Report is incorporated into this document (in part) and identifies the issues associated with traffic congestion in the City of Wagga Wagga. The report nominates constraint identification as follows:

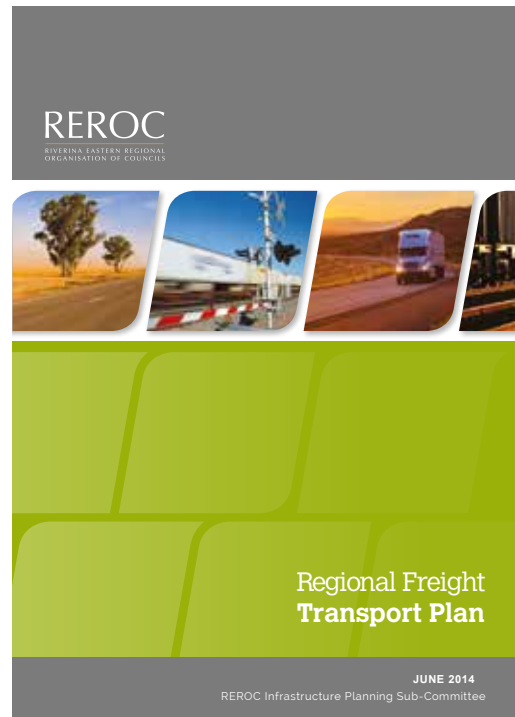
- **No Bypass at Wagga Wagga** - means that heavy vehicles must travel through part of the Wagga Wagga CBD, interacting with local traffic, pedestrians and a school zone.
- **Truck/trailer interchanges at Wagga Wagga** - increasing practice of decoupling trailers on side roads to wait for an interchange is causing problems in the city, there are no specialist parking bays currently available.
- **Eunony Bridge not suitable for use by CML or HML vehicles** - the bridge does not take HML vehicles which restricts access to Bomen Industrial Area and the proposed RIFL Hub. HML vehicles must travel through Wagga Wagga on the Sturt Highway and use the Gobbagombalin Bridge to access Bomen.

# THE NSW LONG TERM TRANSPORT MASTER PLAN

The NSW Long Term Transport Master Plan is incorporated into this document (in part) and identifies issues associated with traffic congestion in the City of Wagga Wagga.

Amongst the identified outcomes for providing essential access for Regional NSW are

- The Bridges for the Bush Program to replace and upgrade bridges to address constraints on HML routes
- The Growing Centres Roads Program to upgrade major roads in growing regional centres to improve travel times and reliability
- A program of town bypasses for regional centres to reduce heavy truck traffic through town, using priorities based on consultation with the regions and on defined criteria
- Developing Regional Transport Plans with local communities and integrating them with land use plans so that transport services and infrastructure are provided when and where they are needed.







## **Committee 4 Wagga**

Wagga Wagga Heavy Vehicle Alternate Route  
Preliminary Route Option Assessment Report

# 1. Introduction

## 1.1 Background

Committee 4 Wagga (C4W) holds an ambitious vision for the City of Wagga Wagga and provides clear objectives and important goals for Wagga Wagga's continued growth and future prosperity. Its core objectives include but are not limited to enhancing the quality of life within Wagga Wagga, developing and expanding a leadership base, partnering to develop city infrastructure, and to position Wagga Wagga internationally. The Strategic Plan of C4W respects the mission to champion positive change for a better Wagga Wagga by supporting and promoting the City to ensure sustainable progress while identifying and implementing opportunities that will enhance our cultural, social, business and economic prosperity.

Presently there is not an alternative route to provide for "through" traffic and heavy vehicle transport. Wagga Wagga also has a lack of parking bays to accommodate heavy vehicle traffic and decoupling of trailers and interchanges. Therefore, C4W is recommending:

- That investigation and planning take place for a dual carriageway alternate route
- That investigation takes place to incorporate (where possible) this alternate route with the High Speed Rail corridor.

## 1.2 Purpose of this Report

The Sturt Highway through Wagga Wagga has been identified as a significant congestion point and is the direct transport link between Sydney and Adelaide carrying high volumes of traffic through the city's CBD daily.

The objective of this report is to provide an outline of GHD's assessment of the three proposed Alternate Routes for heavy vehicle and "through" traffic around the CBD to better manage existing and future traffic flows. This assessment is a high level assessment for the purposes of gaining additional funding for further investigations. It focuses on the broad constraints for the three options to guide further discussions.

## 1.3 Site Location

With reference to the plans, the routes are described commencing east of Wagga Wagga and proceeding in a westerly direction. The proposed Alternate Routes for heavy vehicles encompass the area 1 km east of the Forest Hill boundary through to the Cloughs Road and Sturt Highway intersection west of Wagga Wagga and significant areas to the north and south.

## 1.4 Scope and Limitations

*This report: has been prepared by GHD for Committee 4 Wagga and may only be used and relied on by Committee 4 Wagga for the purpose agreed between GHD and the Committee 4 Wagga as set out in section 1.2 of this report.*

*GHD otherwise disclaims responsibility to any person other than Committee 4 Wagga arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.*

*The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.*

*The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.*



*The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.*

## **1.5 Assumptions**

This report references the following documents:

- Committee 4 Wagga Strategic Plan August 2012
- Wagga Wagga City Council Spatial Plan 2018-2030
- REROC Freight Transport Plan June 2012
- Environmental constraints are based on information provided by Land and Property Information (2012).
- Flooding data was provided by Wagga Wagga City Council
- Physical constraints are based on the visual inspection. This limits some of the constraint information to conditions at the time of inspection.

## 2. Bomen Orbital Route

### 2.1 Route Descriptions

#### 2.1.1 Route Description Bomen Orbital (Option 1)

From the commencement point approximately 1km east of Forest Hill, the proposed Bomen Orbital follows the Sturt Highway westbound to Braehour Road where the route travels north. Towards the northern end of Braehour Road, a new bridge traverses the Murrumbidgee River, with a new road continuing north, crossing Oura Road and joining the southern end of Pattersons Road.

At Dunns Road intersection a new north west road joins the eastern end of Trahairs Road. The route travels west along Trahairs Road towards Byrnes Road where a new grade separated arrangement takes traffic across the rail line. The road continues west along Trahairs road to the intersection of Trahairs Road and the Olympic Highway. Traffic continues along the existing Olympic Highway in a southwest direction.

#### 2.1.2 Route Description Bomen Orbital 1A (Option 1A)

Due to the proposed Riverina Intermodal Freight and Logistics (RIFL) underpass and Bomen enabling roads, the Bomen Orbital 1A would differ from the option described above. The route is the same to the Pattersons Road / Dunns Road intersection. From this point the road travels west along Dunns Road East Bomen Road before crossing the railway line and extending west to the Olympic Highway in accordance with the proposed RIFL underpass and enabling roads.

This would remove the need for new roads, property acquisition, and rail crossing between Pattersons Road and the Olympic Highway.



**Figure 1 Proposed Bomen Orbital route**

### 2.2 Environmental Constraints

Environmental constraints consist of:

- Flood-prone land extends through land north of Wagga Wagga. Please refer to the mapping showing environmental constraints.
- Tree lined roads, suggesting the need for vegetation removal which will require additional investigations and approvals.

## **2.3 Physical Constraints**

Bridge construction:

- Over the Murrumbidgee River off Braehour Road
- Over lagoon / flood plain south of Oura Road
- Over/Under the Sydney-Melbourne Railway Line and Byrnes Road
- Duplication of the Gobbagombalin bridge

New road construction:

- From north end of Braehour Road connecting to Pattersons Road
- From Dunns Road northwest to Trahairs Road

Significant intersection construction:

- At the intersection of Pattersons Road and Dunns Road
- At the intersection of Trahairs Road and Olympic Highway

Truck Bay construction:

- On the southwest corner at Moorong/Edward St roundabout (currently a TSR)
  - Would add value by allowing the coupling and uncoupling of B doubles and B triples while remaining out of the flow of traffic.

## **2.4 Property Associated Constraints**

Property severance:

- At Dunns Road thru to Trahairs Road For Option 1
  - This is not an issue if the proposed RIFL project goes ahead ie Option 1A comes into play.



## 3. Eunony Bridge Route

### 3.1 Route Description

Eunony Bridge Route would begin 1 km east of the Forest Hill boundary on the Sturt Highway just west of the Kyeamba Creek bridge. The route is parallel and close to the Sturt Highway on the north side to Braehour Road where the road merges with the Sturt Highway allowing for Airport access. The road then continues along the Sturt Highway before travelling along a new route north west commencing from opposite the Riverina Marine Centre and joining Eunony Bridge Road near the Gumly Road intersection.

The route continues north to Oura Road on the existing Eunony Bridge Road alignment. At Oura Road the route travels west past Byrnes Road under the existing railway viaduct and travels in a north west direction at East Street toward Hampden Avenue. From the Hampden Avenue intersection, the road travels north west to Davidson Street (not currently formed), and along this road until it joins the Olympic Highway, east of the Estella interchange.

The route would follow the Olympic Highway south on Moorong Street to the Kincaid Street roundabout. At this point the route traverses south west until it meets the Sturt Highway close to the Edward Street West intersection.



**Figure 2 Proposed Eunony Bridge Route**

### 3.2 Environmental Constraints

Flood-prone land extends through land north of Wagga Wagga. Please refer to the mapping showing environmental constraints.

### 3.3 Physical Constraints

Bridge Construction

- Duplication of Eunony Bridge
- Duplication of Gobbagombalin Bridge

New road construction:

- From eastern end of the Sturt Highway to Braehour Road adjacent to the highway
- At Bakers Lane across to Eunony Bridge Road
- From Oura Road across to Hampden Ave
- From Hampden Avenue to Davidson Street
- From Kincaid Street roundabout to Sturt Highway

Significant intersection construction:

- Sturt Highway 1km east of Forest Hill Boundary
- Davidson Street and Olympic Highway intersection
- New road intersection at Sturt/Olympic Highway (from Kincaid Street)

Truck bay construction:

- Truck bay 1 east of Bakers Lane on the north side of Sturt Highway (currently a paddock).
- Truck bay 2 on southwest corner at Moorong/Edward Street roundabout (currently a TSR).

Truck bay 1 would provide for vehicles using Eunony Bridge Road and provide off street parking for heavy vehicles. Both bays would add value by allowing the coupling and uncoupling of B doubles and B triples while remaining out of the flow of traffic.

### **3.4 Property Associated Constraints**

Property severance:

- From east Sturt Highway to Braehour Road adjacent to the highway there is currently a public school and a number of houses





- Small timber Denton's Bridge over Stringybark Creek

Ashfords Road:

- On the corner of Ashfords Road and proposed new road there is a Substation barrier

Earthworks:

- The ridgeline west of Mangoplah Road is quite undulating and would cause the Route to move south and around the quarry towards the Olympic Highway. The design process would need to pick a route around the contours and seek to provide grades suitable for heavy vehicles.

Significant intersection construction:

- Sturt Highway 1km east of Forest Hill Boundary
- Airport and proposed high speed rail interchange access
- Main Street intersection
- Plumpton Road and Boiling Down Road
- Mangoplah Road and Rowan Road
- Olympic Highway and Lugsdin Road (incorporating rail crossing)
- Sturt Highway west of Cloughs Road

No Truck Bays proposed on the Southern Orbital Route.

#### **4.4 Property Associated Constraints**

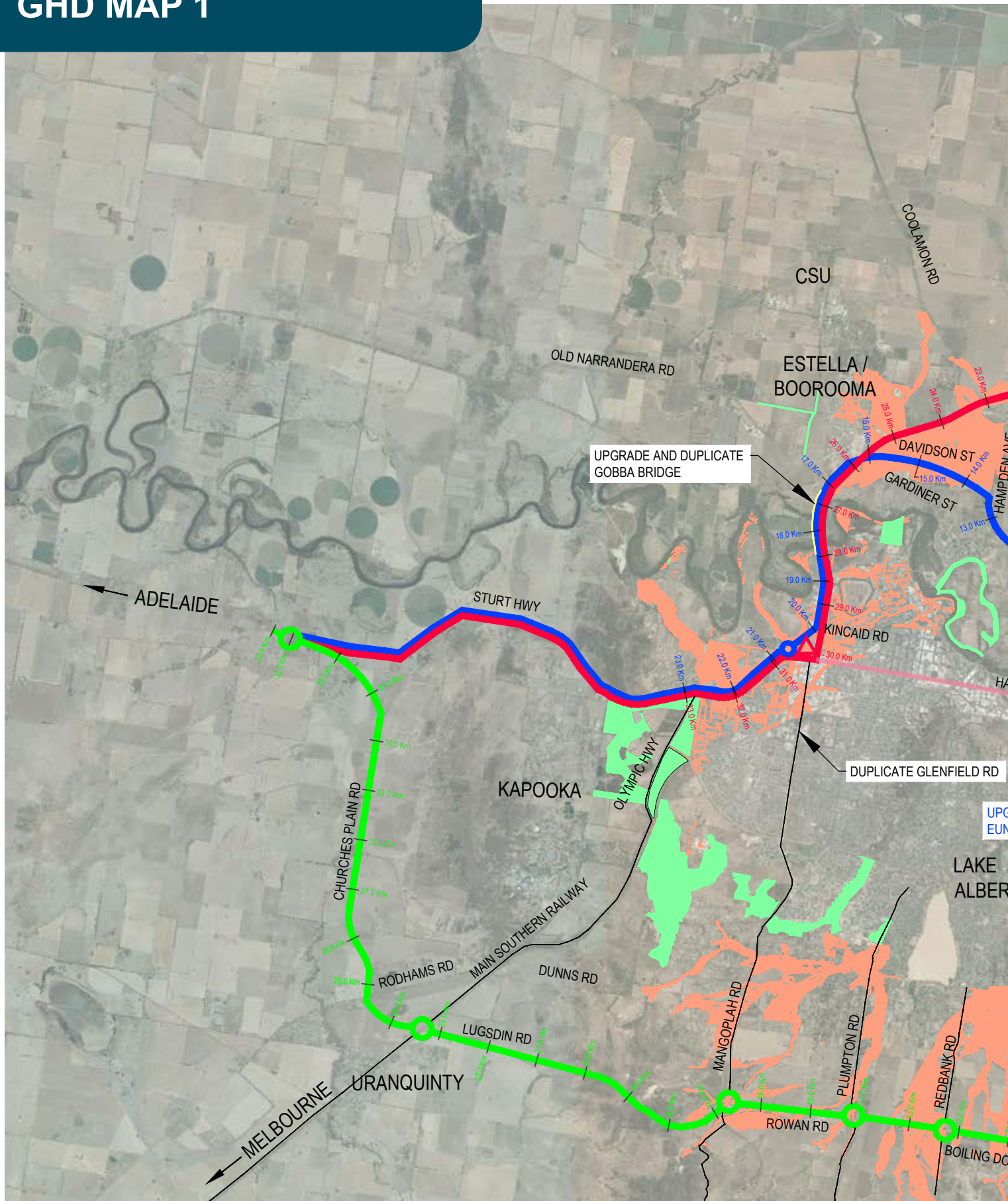
Property severance:

- From Sturt Highway through to the airport and across to Elizabeth Avenue and continuing south westerly to Ashfords Road
- From Mangoplah Road over the ridgeline and west to Lugsdin Road
- From the Olympic Highway to Churches Plain Road
- From Churches Plain Road northwest to the new Sturt Highway intersection

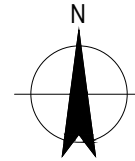
## **5. Summary**

Outlined in this report are three Alternate Route Options for Wagga Wagga's heavy vehicle and 'through' traffic. Each Route Option presents preliminary details on its environmental, physical, and property associated constraints. In order to significantly reduce transport congestion a selected route option is vital to a sustainable present and future city of Wagga Wagga.

# GHD MAP 1







### LEGEND

BOMEN ORBITAL	
BOMEN ORBITAL 1A	
EUNONY BRIDGE BYPASS	
SOUTHERN ORBITAL	
EXISTING CBD ROUTE	
PROPOSED SIGNIFICANT INTERSECTION	
PROPOSED BRIDGE	
PROPOSED TRUCK BAY	
FLOOD PRONE AREAS	
ENVIRONMENTAL SENSITIVE AREAS	



### PRELIMINARY

rev	description	app'd	date
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COMMITTEE 4 WAGGA  
WAGGA WAGGA HEAVY VEHICLE ROUTE  
ALTERNATE OPTIONS 1-3  
LAYOUT PLAN

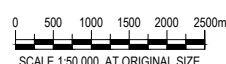


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**REROC**

Regional Freight Transport Plan (in part) Sturt Highway

**REROC**

RIVERINA EASTERN REGIONAL  
ORGANISATION OF COUNCILS



# Regional Freight Transport Plan

**JUNE 2014**

REROC Infrastructure Planning Sub-Committee

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## 7. STURT HIGHWAY (HIGHWAY 20, ROUTE A20)

**REROC LGAs on Route:** Wagga Wagga

**Major NSW towns on route:** Wagga Wagga, Narrandera, Hay, Balranald

**Major Industries Serviced:** General Freight, Tourism

The Sturt Highway is the major east-west link through the Murray-Riverina region, it commences at the Hume Highway junction in the east, travelling west for 985 kms until it reaches Adelaide.

In Wagga Wagga the Highway runs along the southern edge of the CBD, meaning that heavy vehicles are interfacing with residential and local business traffic. The Highway passes under a rail-over-road bridge which limits the height of oversize vehicles that can traverse this section of road. A bypass option via Eunony Bridge is not available for use by vehicles that exceed General Mass Limits due to wear and tear that has occurred over many years of use.



*The rail-over-road bridge on the Sturt Highway at Wagga Wagga*



*Oversized load that had to be turned back at Wagga Wagga and return to South Australia recently*

Recently an oversized load (*pictured left*) that had to be turned around at Wagga Wagga and sent back to South Australia because it was too high for the rail-over-road bridge and too heavy for the Eunony Bridge.

The Highway carries extremely heavy traffic both for general freight and tourism. A growing issue is the use of Wagga Wagga as an interchange point for heavy vehicle drivers due to the City's proximity to Sydney. Wagga Wagga is about five hours' driving time from the industrial areas in the south-western suburbs of Sydney and 12 hours driving time from Adelaide. These times fit well with particular driving hours' restrictions that are imposed upon heavy vehicle drivers.

Council is finding increasing occurrences of loads being decoupled and parked in side streets awaiting the interchange. This is creating problems in some areas of the City.

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### CONSTRAINT IDENTIFICATION:

The following issues have been identified as risks to the successful transport of freight from and through the region:

- 7.1 *No Bypass at Wagga Wagga* – means that heavy vehicles must travel through part of the Wagga Wagga CBD, interacting with local traffic, pedestrians and a school zone.
- 7.2 *Truck/trailer Interchanges at Wagga Wagga* – increasing practice of decoupling trailers on side roads to wait for an interchange is causing problems in the City, there are no specialist parking bays currently available





### 30. EUNONY BRIDGE ROAD – BYRNES ROAD, WAGGA WAGGA CITY

**Major Industries Serviced:** General Freight, General Agriculture, Livestock, Grain, Pulp and Paper

The Bridge, built in the mid-1960s, together with Byrnes Road (part of which is in Wagga Wagga City's LGA and part in Junee LGA) forms the major access route to the Bomen Industrial Area where Wagga Wagga City Council has proposed the development of an intermodal hub known as the Riverina Inland Freight and Logistics Hub (RIFLH). This Road will provide the most direct route to RIFLH from the east of the City and therefore the Road needs to accommodate HML vehicles.



*Eunony Bridge at Wagga Wagga*

The Road is also a major access route to the Qube intermodal facility at Harefield, which is currently handling all Visy Pulp and Paper's products for export.

The Bridge also forms part of the Sturt Highway diversion through Wagga Wagga, most importantly providing an alternative route for high vehicles that are unable to pass under the rail over road bridge on the Highway in the CBD. The route carries about 4,000 vehicles per day with a 19% concentration of heavy vehicles.

The Bridge can take all configurations of GML vehicles but is not suitable for CML or HML vehicles up to 62.5 tonnes.

Eunony Bridge was assessed for use by HML vehicles. The assessment revealed deficiencies that have resulted in some urgent work being undertaken to maintain the Bridge. At the present time vehicle weights on the Bridge are restricted to general mass limits (GML) meaning that there is no high vehicle by-pass on the Sturt Highway at Wagga Wagga for vehicles that are in the CML or HML categories, or for vehicles that are in the exceptionally over size or over mass categories.

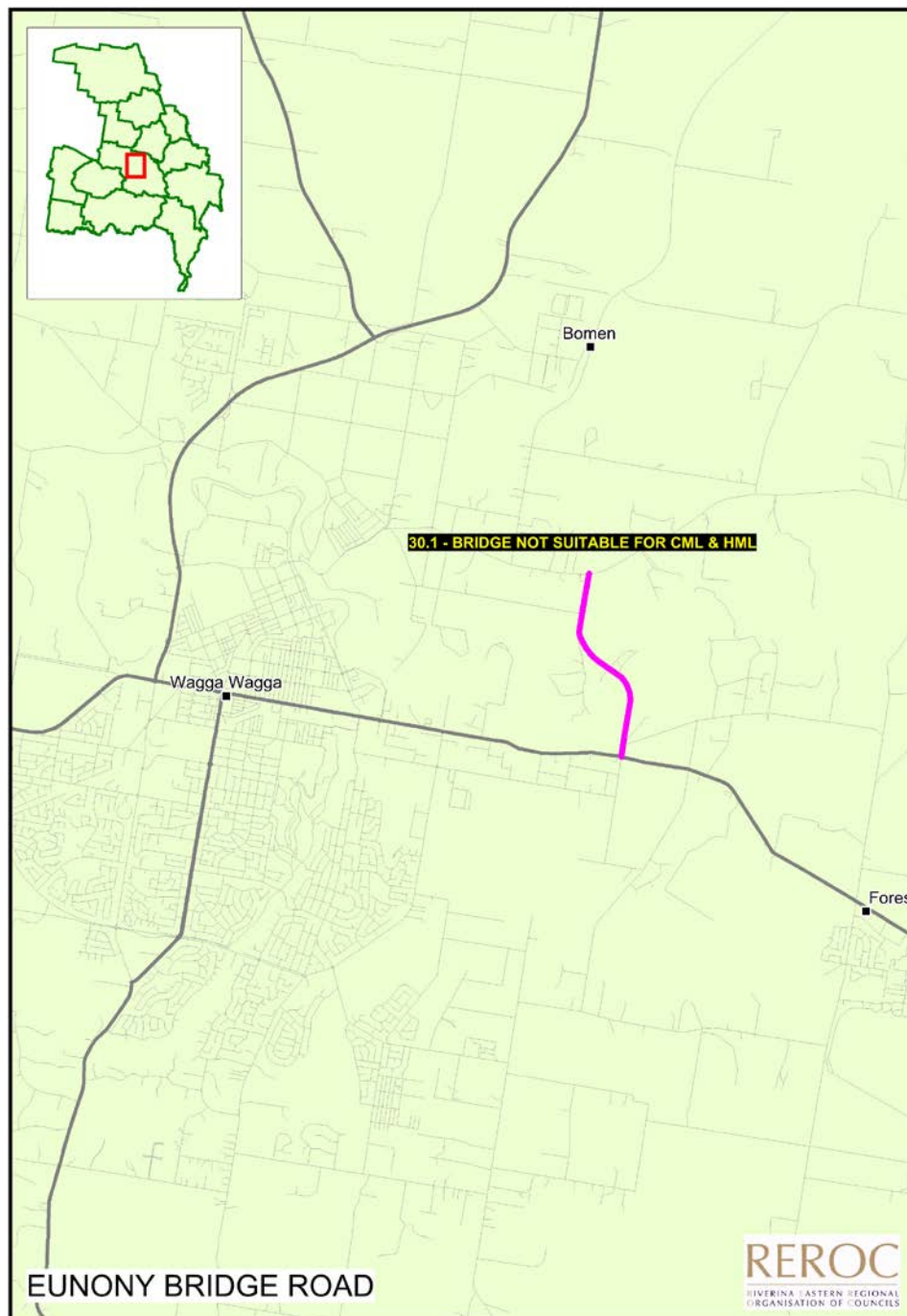
This situation has already proven to be a problem with at least one very large load having been turned around and returned to Adelaide where it was sent to Sydney by ship. Visy is exploring the opportunity to use A-Doubles on this route however until the Bridge is assessed for HML this mode of transport is not an option for the Company.

Currently HML vehicles wanting to access Bomen or Harefield from the east or west of Wagga Wagga must use the Sturt Highway and then travel over the Gobbagumbalin Bridge, this is increasing transport costs for freight that originates east of the City.

#### CONSTRAINT IDENTIFICATION:

The following are identified as risks to the successful transport of freight from and through the region.

- 30.1 *Eunony Bridge not suitable for use by CML or HML Vehicles* – the bridge does not take HML vehicles this restricts access to Bomen Industrial Area the proposed RIFLH and Qube Logistics at Harefield. HML vehicles must travel through Wagga Wagga on the Sturt Highway and the use the Gobbagumbalin Bridge to access Bomen.



# NSW LONG TERM TRANSPORT MASTER PLAN

December 2012





# PROVIDING ESSENTIAL ACCESS FOR REGIONAL NSW

## CHAPTER SUMMARY

### Our transport challenges

The transport challenges facing regional NSW are:

- Delivering better transport links to and within the growing regional cities of Newcastle and Wollongong, and the Central Coast, with faster, safer and more frequent rail services
- Improving accessibility through a better mix of transport options available across regional NSW
- Providing convenient, reliable and safe travel by getting the best use out of our transport networks and providing better road connections, rail passenger services and public transport within and between regional centres
- Making sure our state roads can support the needs of customers, communities and regional industries through improved road maintenance and safety
- Finding workable transport solutions that will protect the vitality, amenity and character of country towns
- Facilitating access to vital services for an ageing regional population with increasing rates of disability.

### Taking action

New actions will address these challenges and improve the availability, reliability and timeliness of travel options in our regions:

- **Rural highway upgrades**, including a significant investment in the Pacific Highway (M1) and pinch points on the New England (A15), Newell (A39), Princes (A1), Great Western (A32) and Golden Highways (B84)

- **Establishment of NSW Trains** and the development of a Country Passenger Rail Services Strategy to improve regional NSW rail connections
- **Better bus services for regional towns and growing regional cities**, focused on more frequent services, wider network coverage and better integration with other travel modes
- **A renewed focus on improving and strengthening the community transport sector**
- **Initiatives to move regional freight more efficiently**, including a **Bridges for the Bush** program to replace and upgrade bridges to address constraints on Higher Mass Limits (HML) routes
- **The Growth Centres Roads Program** to upgrade major roads in growing regional centres to improve travel times and reliability
- **A program of town bypasses** for regional centres to reduce heavy truck traffic through town, using priorities based on consultation with the regions and on defined criteria
- **Working in partnership with local councils** to identify important rural roads for freight
- **Developing Regional Transport Plans** with local communities and integrating them with land use plans so that transport services and infrastructure are provided when and where they are needed.

In addition, the 10 year **Road Safety Strategy for NSW** will emphasise reducing fatalities and injuries on country roads (see Chapter Eight).

This chapter also sets out how these actions are likely to affect the 10 regions across NSW.



## OUR STRATEGIC REGIONAL CORRIDORS

Across regional NSW, a number of road and rail corridors have strategic value in supporting economic development and population and employment growth as shown in Figure 6.7. Keeping these corridors open and performing well in moving both people and freight efficiently impacts on the broader regional and NSW economies.

**Newcastle to Tweed Heads/Kyogle** – This provides highway and rail links from major coastal centres to Brisbane and Sydney, traversing some of the fastest growing regions in NSW. The corridor is important for tourism, providing connections to popular tourist destinations on the north coast. It has a poor safety record and experiences peak period and seasonal congestion at various locations. The duplication of the Pacific Highway (M1) will address many road-based issues, but managing strong growth in passenger and freight rail demand will remain an ongoing challenge.

**Mittagong to Albury** – The corridor is the major rail and road freight route between Sydney and Melbourne. Duplication of the Hume Highway (M31) is largely complete, with one town bypass (Holbrook) yet to be finished. Work to improve the rail line has been carried out recently, but poor track quality in places limits speeds and capacity.

**Newcastle to Wallangarra** – This diverse corridor caters for major commodity movements, such as wheat and coal to the Port of Newcastle, together with passenger movements to the New England region. The rail corridor between Newcastle and Scone is close to capacity and the New England Highway (A15) passes through several growing towns where local traffic movements impact on longer distance passenger and freight travel markets.

**Tocumwal to Boggabilla (Victorian border to Queensland border)** – This north-south corridor links many inland regional towns with Victoria and Queensland. The majority of interstate road freight between Victoria and Queensland travels along the Newell Highway (A39), which is also the major road connecting centres along the corridor. Localised congestion is experienced around West Wyalong, Dubbo and Moree.

Public transport along this corridor is primarily conducted by cross-regional coach services, with coach-rail interchange over a number of lines remaining an important consideration.

**Lithgow to Dubbo** – This corridor links Dubbo with Sydney and provides for passenger and freight movement by road and rail. The corridor's main function is to provide access to Sydney and the movement of commodities from the Central West region to Port Botany and Port Kembla. Localised road congestion is experienced around the Blue Mountains, Bathurst, Orange and Dubbo.

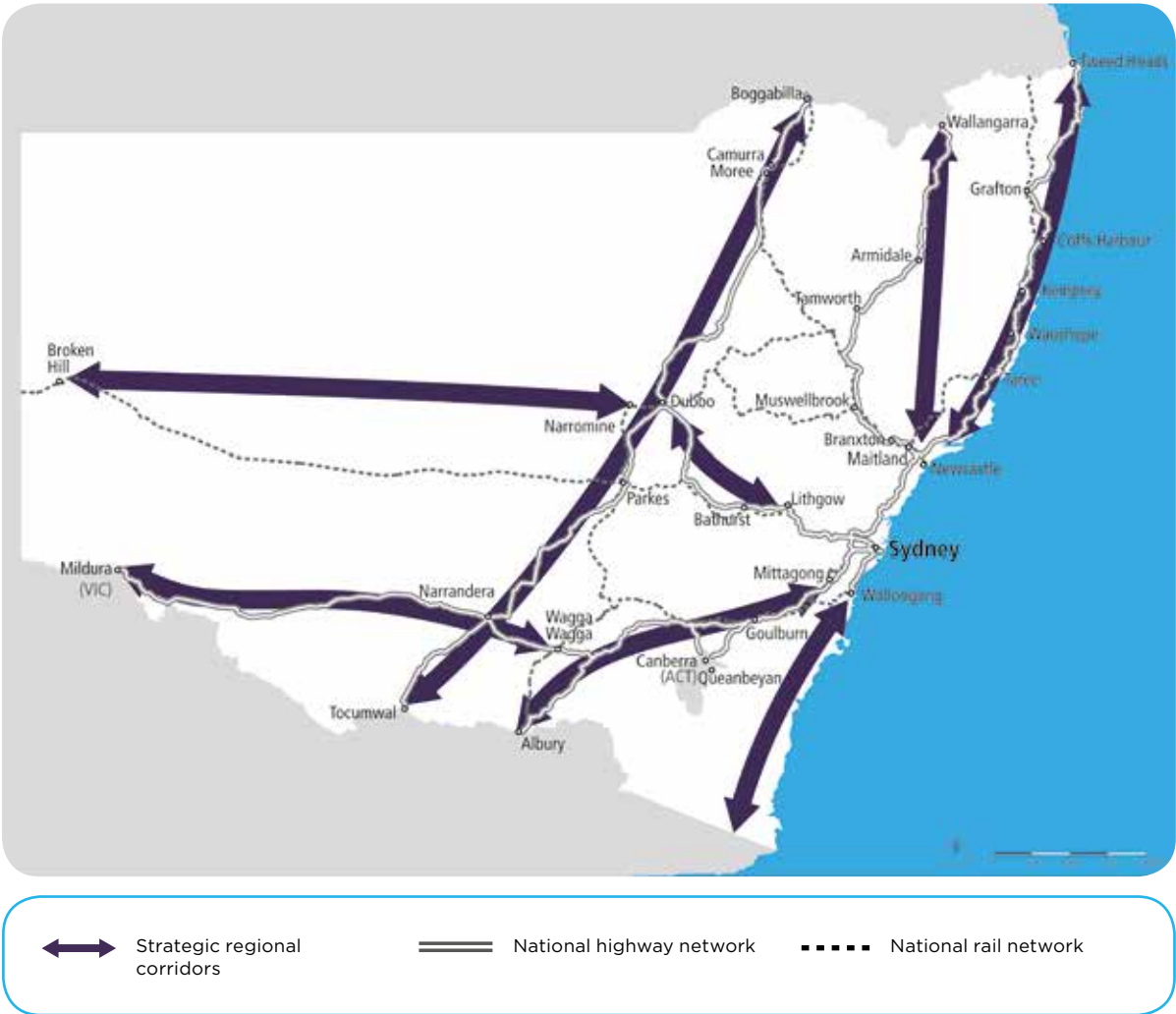
**Wagga Wagga to Mildura** – This corridor provides an interstate link between NSW and South Australia. Primarily a road-based corridor along the Sturt Highway (A20), it links the towns in the Murray-Murrumbidgee region with Sydney and Canberra. The majority of freight moved between NSW and South Australia passes along this corridor. Delays and congestion are experienced around Wagga Wagga and approaching Mildura.

**Wollongong to the Victorian border** – Towns on the southern coast connect to Wollongong and Sydney via this corridor, which includes road and rail links (with rail extending to Nowra/Bomaderry from Sydney). The corridor supports the southern coast's growing popularity as a tourist destination. The majority of travel is road-based along the Princes Highway (A1). Localised congestion occurs at many centres along the corridor.

**Dubbo/Orange to Broken Hill** – This is an important corridor providing access to and from Western NSW. The Mitchell and Barrier Highways (A32) link Dubbo with Broken Hill, while the Mitchell Highway (A32/B71) links Bourke with Dubbo. The rail corridor to Broken Hill passes through Parkes. The role of these links is primarily for access, tourism and moving freight.

OUR STRATEGIC REGIONAL CORRIDORS

Figure 6.7 Key Strategic Regional Corridors in NSW



## Murray–Murrumbidgee

The Murray–Murrumbidgee region adjoins the border with Victoria. It includes the regional centres of Wagga Wagga, Albury, Griffith and Young. Agriculture is the highest employment sector for the region with retail, manufacturing, health and social assistance and education also contributing to the regional economy.

The major roads are the Silver City Highway (B79), Sturt Highway (A20), Cobb Highway (B75), Mid Western Highway (B64), Newell Highway (A39), Olympic Highway (A41), Hume Highway (M31), The Kidman Way (B87), Burley Griffin Way (B94) and Riverina Highway (B58). The main rail lines are the Main South line (freight and passenger), and a number of freight branch lines.

### Short term

- We will finish the duplication of the Hume Highway (M31) by completing the remaining bypass at Holbrook.
- On the Newell Highway (A39), we will complete upgrades with additional heavy vehicle rest areas and addressing localised capacity constraints.
- The Country Passenger Rail Services Strategy will examine how to improve rail services to Griffith and create better connections to regional centres as well as to Sydney, Canberra and Melbourne.
- The development of a Regional Transport Plan and renewal of bus contracts within the next five years offers opportunities to build for the future and achieve better outcomes for bus users in the region taking into account emerging customer needs. As part of our commitment to increasing public transport use to reduce reliance on cars, we will consider whether more flexible bus services tailored to the region's needs will achieve better outcomes.

- We know that people in the region travel across the border into Victoria and ACT to carry out personal business. Improving transport options is complicated by the various jurisdictional regulatory arrangements and operations. The NSW Government will continue to work with the Victorian and ACT Governments to make travelling to Melbourne, Canberra and Victoria easier and more convenient.
- We will realign the Newell Highway (A39) at Grong Grong.

### Medium to longer term

- We will manage congestion and safety on the major road corridors of the Newell Highway (A39), Sturt Highway (A20) and the Mid Western Highway (B64) through upgrades such as additional overtaking lanes and heavy vehicle rest areas when safety concerns arise.
- We will work with community groups, regional transport coordinators, local councils and local bus operators to continue to enhance the public transport system. Ongoing monitoring of bus contracts will offer the opportunity to review operational guidelines and address issues that emerge.
- We will identify and deliver options to improve walking and cycling infrastructure in the region's major centres, in particular additional river crossings.
- The Bridges for the Bush program part one has identified replacement of the Kapooka Bridge on the Olympic Highway (A41) and (in conjunction with the Victorian Government) the Murray River Bridge at Echuca on the Cobb Highway (B75).
- We will deliver the Bridges for the Bush program part two, with upgrade or replacement of bridges at Tooleybuc over the Murray River and Swan Hill over the Wakool River.
- We will investigate upgrades to Gocup Road to accommodate modern freight demands and address vehicle safety requirements.

# DELIVERING THE NSW LONG TERM TRANSPORT MASTER PLAN

## CHAPTER SUMMARY

### Taking action

In line with leading international examples of modern transport planning, we will adopt a range of actions to ensure that the Long Term Transport Master Plan is delivered and renewed efficiently and effectively. Highlights of these actions are:

- Provide an **annual update**, with a full review of the Master Plan every five years
- **More detailed regional, precinct, modal and interchange delivery plans**
- A commitment to ensure decisions are founded on a **solid evidence base**, including the formal incorporation of customer priorities into decision making processes
- Continued **collaboration with Regional Organisations of Councils and other stakeholders** to develop detailed area plans such as regional transport plans, city access plans and precinct plans, and with the Australian Government on transport issues of national significance
- A commitment to **extensive community engagement and customer consultation**.



## RECOMMENDATIONS & CALL TO ACTION

The C4Wagga Master Transport Plan and Alternative Route Plan for Wagga Wagga has been produced as a discussion paper for planning the transport needs of our City to 2030 and beyond.

The GHD Report incorporated into this document guides the two recommendations as follows:

1. That the NSW Government considers option 2 of the GHD report as an immediate internal alternative route to accommodate and streamline domestic, regional and interstate traffic to the year 2025.
2. That the NSW Government considers option 3 of the GHD report as an ultimate east/west external alternate route to accommodate and streamline domestic, regional and interstate traffic to the year 2030 and beyond.

The REROC and NSW Long Term Transport Master Plan identify and describe the issues and constraints of traffic movement in and around Wagga Wagga and in particular deal with heavy vehicle transport limitations.

The three papers contribute and support the position and discussion paper of C4Wagga which calls for the following action:

1. That the NSW Government allocate the necessary funding from its 2015/2016 financial budget to undertake a comprehensive mapping and planning study for an east/west dual carriageway Alternate Route for the City of Wagga Wagga.



Weight limitations on Eunony Bridge restricts access to Bomen industrial area by HML vehicles.



The duplication of Gobbagombalin Bridge is an important part of a Wagga Wagga Transport Master Plan.

Suburban growth to the north of Wagga Wagga together with the growth of the Charles Sturt University requires infrastructure investment in roads and bridges together with cycleway access.

Gobbagombalin Bridge and Moorong Street traffic is congested at peak hour times with frequent rear end collisions occurring.

# ACKNOWLEDGEMENTS

and Resources

C4Wagga: Strategic Plan; 8/2014

C4Wagga: RiFL Hub transport report; 2/2014

Infrastructure NSW: NSW Long Term Transport Master Plan

REROC: Regional Freight Transport Plan

WWCC: Spatial Plan 2014

Photography: Sara Nixon Photography

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