

# Wagga Wagga Transport Plan



# Connection to Country

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our Aboriginal peoples followed for tens of thousands of years. Wagga Wagga is located within Wiradjuri country. Wiradjuri country extends from the Central West to the Western Slopes and the Plains of NSW and includes Dubbo, Condobolin, Orange, Bathurst, Albury, Griffith and Narrandera. Wiradjuri people have a strong continued connection to their Country, maintaining their language, customs, stories, and song and dance.

The name Wagga Wagga evolved from Wagan, which means ‘a place where crows congregate’ or ‘a place of dance and celebration’ in Wiradjuri language. The Murrumbidgee River has held a strong sense of place and connection to the Wiradjuri mob for generations. The river is an important feature in the Wiradjuri nation’s landscape and its people’s stories. It also forms part of a major migration route for Aboriginal people coming from the north. Wagga Wagga was home to small family groups and was a common meeting place for major gatherings where disputes were settled, laws were made, and new totems (budyen) were chosen.

Today, Wagga Wagga remains the traditional home for many Wiradjuri people, as well as people from other Aboriginal countries. In the 2016 census, about 3,500 (5 per cent) of the 63,900 residents counted in Wagga Wagga said they were of Aboriginal or Torres Strait Islander background. Of these, 96 per cent were Aboriginal. Between the 2011 and 2016 census, an additional 800 people identified as Aboriginal. About 38 per cent of the Aboriginal population in Wagga Wagga is under 14 years of age, in comparison to the NSW average of 34 per cent. The average age of Aboriginal and Torres Strait Islander residents in Wagga Wagga is 20 years, compared to the NSW average of 38 years.

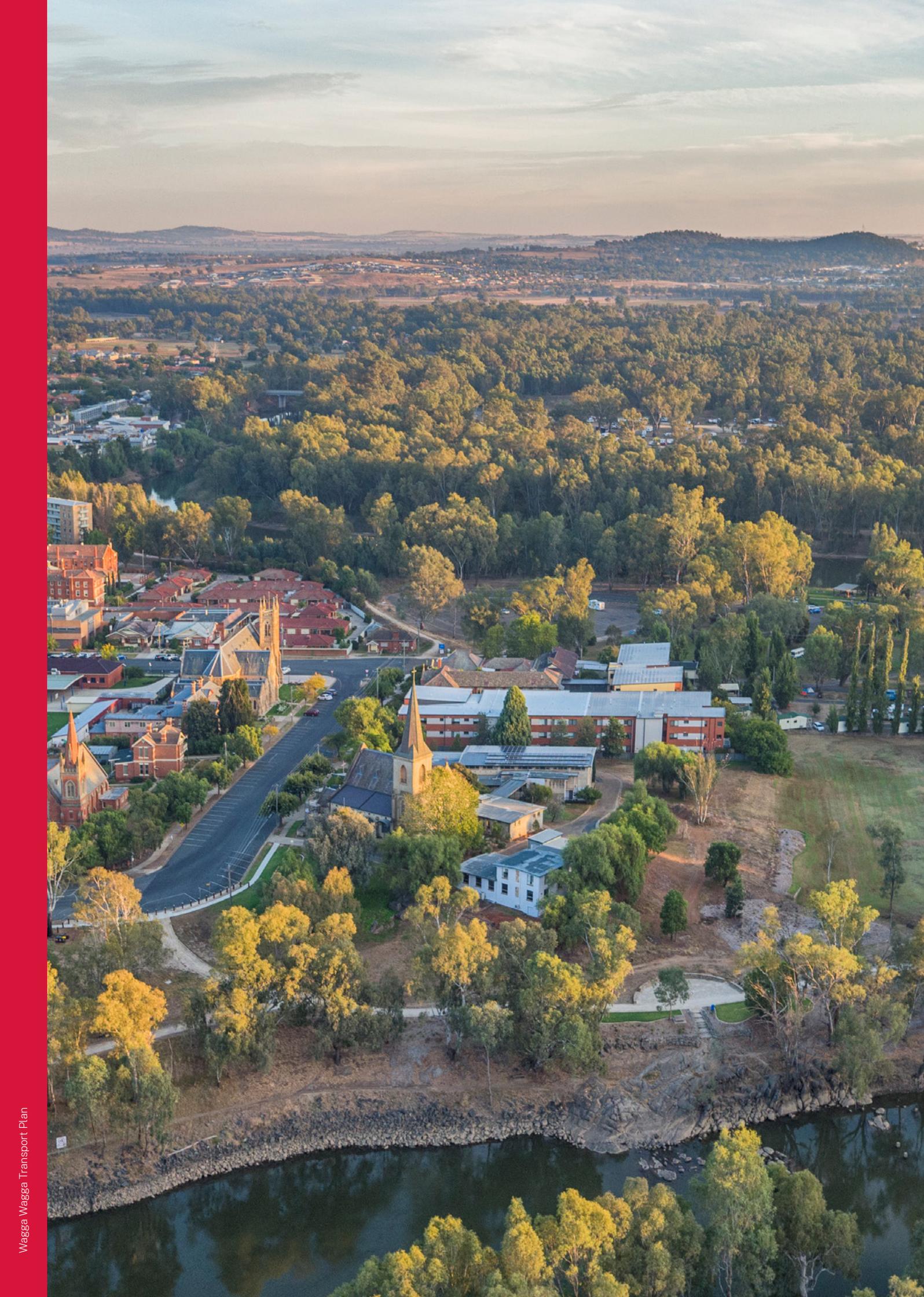
The NSW Government and Wagga Wagga City Council are committed to ensuring Wiradjuri heritage is reflected in planning, management, and development. The Transport for NSW Reconciliation Action Plan 2019-2021 acknowledges and pays respect to the role of Aboriginal and Torres Strait Islander people as custodians of the lands where we work. It also demonstrates our commitment to working towards reconciliation both within Transport and in communities across NSW. Transport for NSW supports Wagga Wagga City Council’s Reconciliation Action Plan which envisages Wagga Wagga to be a “thriving, innovative, connected and inclusive community”.

Aboriginal and Torres Strait Islander Peoples should be aware that this document may contain images of people who have passed away.

►  
Credit:  
Wagga Wagga  
City Council







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## Executive Summary

The Wagga Wagga Transport Plan (“the Plan”) is the first place-based transport plan developed by Transport for NSW for a regional city in NSW. As a supporting plan of Future Transport, the Plan provides a blueprint for transforming the way people and goods will travel within, to and through Wagga Wagga over the next 20 years.

Developed in collaboration with Wagga Wagga City Council (“Council”) and relevant State Agencies, the Plan presents the strategic framework for how Transport for NSW and Council will work to proactively respond to anticipated changes in land use, population, and travel demand across the regional city, and supports shared accountability for the initiatives identified.

The car is the dominant method of travel in Wagga Wagga, accounting for just over 77 per cent of all commuter trips. As the city grows and the population changes, attractive alternatives to private vehicle transport will become increasingly important, particularly for those customers without access to a car. The Plan articulates a clear transport vision for Wagga Wagga that will deliver a more



sustainable, multi-modal and safe transport network for the regional city, as well as improved travel choices for more people, more often regardless of their age, ability and income.

To achieve the 2041 transport vision for Wagga Wagga, the Plan has identified 35 initiatives – of which 21 will be delivered, planned for, or investigated within the next five years – under the following three broad themes:

**Connected** – a transport network that facilitates seamless, multi-modal connectivity between where people live, work and play.

**Safe** – a transport network that delivers a safer future for the people of Wagga Wagga.

**Productive** – a transport network that supports the efficient, safe and sustainable movement of people and goods within Wagga Wagga and can swiftly pivot to take advantage of beneficial emerging technologies.

We believe that a Plan that focuses on securing a transport network for Wagga Wagga that is connected, safe and productive will also enable a regional city that is sustainable, vibrant and liveable for its citizens and visitors.

▲  
Credit:  
Wagga Wagga  
City Council



# 01 Introduction

## 1.1 What does this Plan do?

The Wagga Wagga Transport Plan (“the Plan”) is the first place-based transport plan developed by Transport for NSW for a regional city in NSW. As a supporting plan of Future Transport, the Plan provides a blueprint for transforming the way people and goods will travel within, to and through Wagga Wagga over the next 20 years.

Developed in collaboration with Wagga Wagga City Council (“Council”) and relevant State Agencies, the Plan presents the strategic framework for how Transport for NSW and Council will work to proactively respond to anticipated changes in land use, population, and travel demand across the regional city, and supports shared accountability for the initiatives identified.

Furthermore, the Plan also seeks to make walking, cycling and public transport an attractive alternative to the private vehicle for more people, more often. This will be achieved through delivering a safer, more efficient and accessible transport network that better supports the continued growth and economic wellbeing of Wagga Wagga’s communities, businesses, and industries.

## 1.2 Stakeholder engagement

Development of this Plan has been informed through formal engagement and workshops with key stakeholders, as well as feedback provided during the public exhibition of the Draft Wagga Wagga Transport Plan (the “Draft Plan”) from 23 April 2021 to 28 May 2021.

During the exhibition period, Transport for NSW received 122 submissions on the Draft Plan. Common themes raised in the feedback received included:

- traffic congestion through Wagga Wagga, particularly for north-south movements;
- the need for improved bus services across the city;
- greater investment in walking and cycling initiatives; and
- the need for improved place outcomes for Wagga Wagga.

Feedback provided on the Draft Plan has helped reshape the narrative in the Final Plan.



## 1.3 Implementing the Plan

Establishing a transport vision for Wagga Wagga and identifying key initiatives to deliver the vision is just the first step in the planning process.

Shared accountability will be integral to successfully meeting the transport needs of our customers. This will require establishment of a collaborative governance structure between Transport for NSW and Council to collectively oversee implementation of the Plan, as well as the formulation of cooperative partnerships for those initiatives that require leadership and input from key stakeholders like State Agencies, industry and community representatives to successfully fulfil the investigation.

Agency responsibility and indicative timing for each initiative is presented in Chapter 4 to clearly articulate to our customers who is responsible for their investigation and delivery.

This Plan will be a “living” document to be continually updated as the area changes, technology evolves, legislation adjusts, and new opportunities emerge. Transport for NSW and Council will provide status updates on our allocated deliverables every 12 months and undertake a refresh of the Transport Plan every five years.



## 1.4 Funding and delivery

Transport for NSW is committed to ensuring the transport system is financially sustainable, as well as meets the varying needs of our customers.

This Plan comprises a total of 35 initiatives. While some initiatives are already in the delivery or planning phases, new initiatives will require further investigation to determine feasibility, plus ensure new initiatives that are progressed for funding are aligned with the transport vision for Wagga Wagga and delivers value for money for the people of NSW.

Transport for NSW and Council will work collaboratively to identify opportunities to fund the initiatives outlined in the Plan, including possible federal and private sector financing. This includes ensuring that private development and industry operations align with our shared vision.



## 02 The Transport Challenge

▲ Wagga Wagga Beach  
Credit: Jack of Hearts Photography

### 2.1 Why is this Plan needed?

Wagga Wagga is experiencing significant change and growth. As the regional capital of the Riverina-Murray region, Wagga Wagga's scale, diversity, liveability, and natural assets attract investment, create employment and welcome new residents. Future planning will need to cater for a growing economy and population in a climate where technology and the environment are changing rapidly.

This Plan articulates how Transport for NSW, in collaboration with Wagga Wagga City Council, will respond to the following key trends that will reshape the transport needs of the regional city over the next 20 years.

## 2.2 A growing population

Wagga Wagga is the traditional home of the Wiradjuri people and the largest inland city in New South Wales with around 63,906 residents. It is also the largest retail, commercial, administrative, and population centre within the Riverina-Murray region, servicing the needs of surrounding settlements in a catchment of over 185,000 people.

By 2041, NSW Government population projections predict the Wagga Wagga Local Government Area will increase to about 73,267 people<sup>1</sup>.

From a demographic perspective, the population of Wagga Wagga, like most of Regional NSW, is also aging. The average age of the region’s population is expected to increase over the next 20 years, with the proportion of people over 60 years of age projected to rise from 20 per cent in 2016, to 27 per cent in 2041. During this same period, the proportion of residents aged under 30 years of age, and between 30 and 60 years of age is projected to decline.

In combination, the anticipated population growth, along with the changing demographics of the region’s population, will necessitate a bespoke transport response that will satisfy the needs of our customers both now and into the future.

### Wagga Wagga Population

Population increase by **14.6%** between now and **2041**

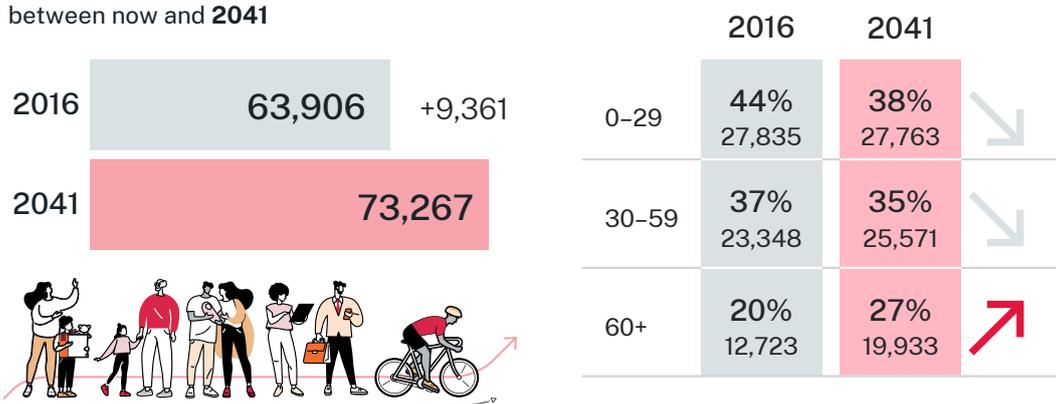


Figure 1: Population projections for Wagga Wagga 2016 - 2041

<sup>1</sup> [planning.nsw.gov.au/Research-and-Demography/Population-projections/Projections](http://planning.nsw.gov.au/Research-and-Demography/Population-projections/Projections)



## 2.3 A hub for the region

Wagga Wagga is at the heart of the Riverina-Murray region. The regional city serves a catchment extending to the Victorian border to the south, past Narrandera to the west, Temora and Cootamundra to the north, and Gundagai, Tumut and Tumbarumba to the east. It also has strong links with the regional cities of Albury-Wodonga and Griffith, and the Global Gateway of Canberra.

Transport plays a vital role in connecting the strategic centres, towns and villages within Wagga Wagga's catchment with the goods, services and opportunities provided by the regional city.

Identifying opportunities to improve multi-modal connectivity across the catchment will not only deliver greater modal choice for more people, more often, it will also ensure improved access to the jobs, education, health, recreational and cultural facilities that Wagga Wagga has to offer.

▲  
Civic Centre  
precinct of  
Wagga Wagga  
Credit:  
Chloe Smith  
Photography

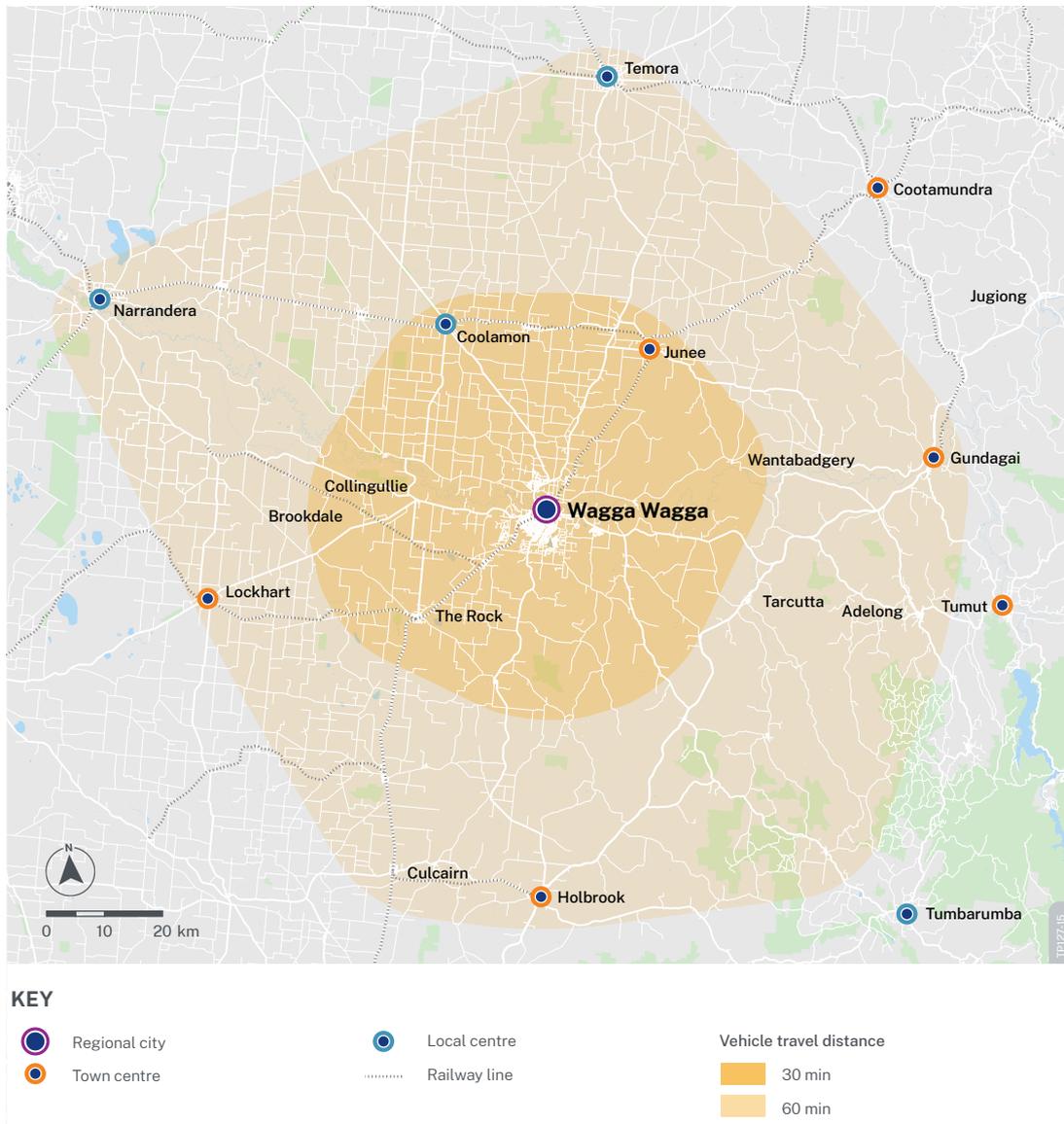


Figure 2: Wagga Wagga's Catchment of Influence

## 2.4 Changing land uses

With the anticipated growth in population over the next 20 years, precincts across the regional city will also evolve to accommodate the needs of a larger Wagga Wagga. New residential precincts will expand both north and south of the city centre, and infill development will see change across established suburbs.

Closer to the city centre, the CBD will continue to evolve into a vibrant, pedestrian-friendly heart while the Health and Knowledge Precinct around Wagga Wagga's two major hospitals, will transition into a central activity hub for current and new health services in both Wagga Wagga and for the wider Riverina.

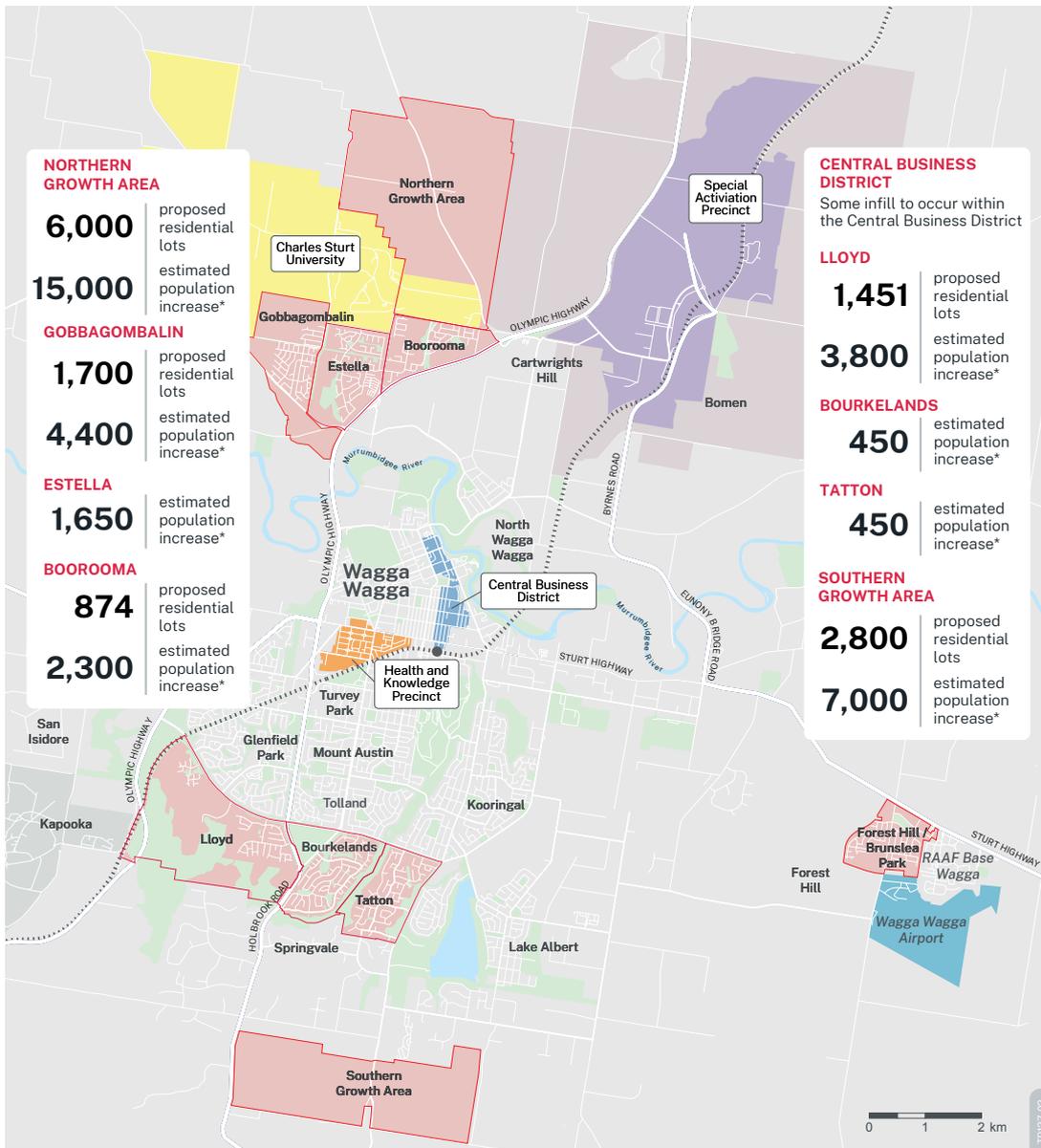
To support these two precincts, Edward Street will also need to pivot to be more multi-modal, deliver equal priority for east-west and north-south trips, and enable greater activation for land uses fronting the corridor.

Finally, the 4,424 hectare Wagga Wagga Special Activation Precinct to the north of the regional city – delivering between 3,400 and 6,050 jobs by 2040<sup>2</sup> – will establish Wagga Wagga as the key intermodal freight hub for the Riverina-Murray region, delivering seamless integration between road and rail freight movements and wider economic benefits for the growing population.

Activation of these precincts over the next 20 years will influence travel demand across the regional city. This will necessitate close collaboration between Transport for NSW, Council, State Agencies and industry to ensure anticipated land use changes are proactively complemented with modal choice, considers both services and infrastructure solutions, and positions the customer at the centre of everything we do.

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<sup>2</sup> Wagga Wagga Special Activation Precinct Master Plan, DPIE 2021



**KEY**

- Central Business District
- Health & Knowledge Precinct
- Charles Sturt University
- Special Activation Precinct
- Residential Growth
- Wagga Wagga Airport
- Rail line

Figure 3: Anticipated Land Use Changes for Wagga Wagga

## 2.5 An expanding freight task

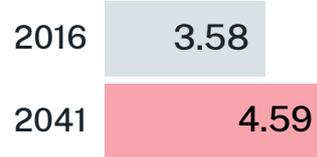
At the crossroads of the Olympic and Sturt Highways, and with rail connectivity via the Special Activation Precinct, Wagga Wagga is a key regional transport and freight hub that facilitates regional and inter-regional connections by road, rail and air. The convergence of these major freight corridors gives Wagga Wagga a competitive advantage to leverage both now and into the future.

The Main Southern Rail Line passes through Wagga Wagga and provides rail freight connections to Sydney, Melbourne and the Port of Port Kembla. Furthermore, the completion of the Inland Rail Project – a 1,700km freight rail line that will connect Melbourne and Brisbane via regional Victoria, New South Wales and Queensland – in 2027 will provide industry with more efficient rail access to domestic and international trade gateways like Melbourne and Brisbane.

Located within the Wagga Wagga Special Activation Precinct, the under-construction Riverina Intermodal Freight and Logistics (RiFL) Hub will also facilitate the seamless transition of freight between road and rail (and vice versa) to the north of Wagga Wagga, enabling direct connectivity enabling direct connectivity to both the Main Southern Rail Line and the Inland Rail corridor once complete.

Ongoing investment in freight-specific infrastructure – like the Riverina Intermodal Freight and Logistics (RiFL) Hub at Bomen and Inland Rail – across the regional city will see the freight task within Wagga Wagga expand over the next 20 years.

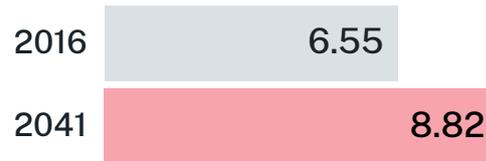
### Freight by rail



### Freight by road



### Total freight movement



million tonnes



Figure 4: Volume of inbound and outbound freight movements by mode for Wagga Wagga at an SA3 level.

Freight forecast data prepared by Transport for NSW anticipates growth in Wagga Wagga-specific road and rail freight movements up to 2041, with the total freight movements across the regional city estimated to increase from 6.55 million tonnes in 2016 to 8.82 million tonnes in 2041.

The forecasted expansion of the freight task in Wagga Wagga will necessitate a bespoke transport response that seeks to maximise investment in freight-specific infrastructure, as well as delivers complementary benefits to industry and the wider community.

## 2.6 Facilitating a low emissions future

In March 2020, the NSW Government released the Net Zero Plan Stage 1: 2020-2030. The Plan is the foundation for NSW's goal to reach net zero emissions by 2050 and halve emissions by 2030, compared to 2005 levels.

Transport for NSW supports these goals and acknowledges that the transport sector – the second largest contributor to NSW greenhouse gas emissions in 2017<sup>2</sup> – will need to play a significant role in transitioning towards a low emissions future.

For Wagga Wagga, the transition will require Transport for NSW and Council collectively working together to not only deliver the infrastructure necessary to support greater uptake of low emissions technology, but also actively promote the behavioural change needed to secure a more sustainable, healthy and vibrant regional city into the future.

▼  
Electric vehicle  
charging

<sup>2</sup> Page 11, Net Zero Plan Stage 1: 2020-2030, DPIE





## 2.7 Why not business as usual?

The car is the dominant method of travel in Wagga Wagga, accounting for just over 77 per cent of all commuter trips.<sup>4</sup> As the city grows and the population changes, attractive alternatives to private vehicle transport will become increasingly important, particularly for those customers without access to a car.

Almost six per cent of households across the Local Government Area do not own a private vehicle<sup>5</sup>. Greater modal choice across the city and its surrounding catchment will improve access to essential services like employment, education and health and address transport disadvantage. With Wagga

Wagga experiencing an ageing population, multi-modal travel options will also help to support older people to age in place.

This Plan provides the blueprint for a more sustainable, multi-modal and safe transport network for Wagga Wagga, which proactively responds to anticipated changes in land use, population and travel demand, to deliver improved travel choices for more people, more often regardless of their age, ability and income.

<sup>4</sup> Australian Bureau of Statistics, Census of Population and Housing 2016

<sup>5</sup> Australian Bureau of Statistics, Census of Population and Housing 2016



A “vision and validate” approach will be adopted to actively transition towards this future network. The approach recognises that continuing to accept current travel behaviours, in particular the high levels of private car use, is ultimately unsustainable and unlikely to achieve Wagga Wagga’s transport vision. The approach assumes that existing travel behaviours and trends can and will change over time and, therefore, should not dictate future need.

Based on this approach, the Plan outlines infrastructure, services, technology and policy mechanisms required to achieve the vision of an agile transport network that, not only supports future population and travel demand growth, but also a changing climate and land use patterns.

▲  
Baylis Street,  
Wagga Wagga



## 03 The Transport Opportunity

### 3.1 A shared transport vision for Wagga Wagga

By 2041, Wagga Wagga will be a different city from the one we see today. Regionally significant transport initiatives like Inland Rail and the Wagga Wagga Special Activation Precinct will be operational, considerably improving connectivity both within and beyond the catchment, as well as delivering significant freight efficiencies. The inner city will have a higher population density at its core in line with Council's Local Strategic Planning Statement, and the Health and Knowledge Precinct will be an active and vibrant hub adjacent to the city centre.

With the aid of Inland Rail and associated improvements to intermodal facilities located within the Wagga Wagga Special Activation Precinct, commodities will flow seamlessly to and from Wagga Wagga. Supporting road and rail networks will be enhanced to accommodate more efficient vehicle combinations, embrace technology-driven solutions, and address first mile/last mile limitations through collaborative partnerships between all levels of Government and industry representatives.

▲  
Aerial of Wagga  
Wagga Special  
Activation  
Precinct, Bomen

Improved and adaptive transport options will support a vibrant and accessible city in which to live, work, play and visit. This will result in an increase in trips made by walking, cycling and public transport leading to successful places and healthy communities. Transport will be integrated with land use and balance the movement of people with the value of place.

The suburbs of Wagga Wagga will be places that provide an urban lifestyle where people regularly choose to walk and cycle to shops, services, schools or work, whereas the rural villages and towns surrounding the regional city will be supported by improved multi-modal transport services making them attractive and liveable for residents while preserving and enhancing their local character.

Through a continued focus on improving road safety outcomes, Wagga Wagga will be safer with Fatal and Serious Injury (FSI) crashes trending down in-line with the NSW-wide 'Towards Zero' goal of zero fatalities and serious injuries on our roads by 2056. Aligning speed limits and traffic calming measures with surrounding land uses will also create a safer environment for all.

On-demand transport, point-to-point services and the evolving micro-mobility transport sector will complement traditional, timetabled public transport services to provide customers with increased travel choices at times of their choosing. These initiatives will assist in providing more people with realistic alternatives to the private vehicle for more trips, more often regardless of age, ability or income. Furthermore, a higher proportion of the population living in the surrounding towns and villages will be able to access more day return services to and from the regional city, greatly improving modal choice.

Innovation and advances in technology will continue to deliver improved safety outcomes, greater network resilience and freight efficiencies. The wider distribution of 'real-time' information to support informed decision-making and the proposed rollout of digital ticketing options will see improved customer outcomes by enabling new and more personalised mobility solutions.

Finally, with the roll-out of zero emissions buses across NSW, public transport services will be cleaner and more accessible, and the take up of electric vehicles will be supported by a comprehensive, local fast charging network underpinning the electric evolution of the vehicle fleet. Advances in hydrogen fuel cell technology will also address range anxiety for long haul transport.

### 3.1.1 Achieving the shared transport vision

Achieving the shared transport vision for Wagga Wagga will necessitate an open and collaborative partnership between Transport for NSW and Council, a commitment to shared accountability and underpinned by a robust governance structure.

Furthermore, the shared vision will not only require the implementation of identified initiatives, but also the application of guiding principles, support of state-wide and city-specific targets, and a conscious ability to align with supporting and complementary transport and land use-focused strategic plans and strategies for Wagga Wagga.

Further detail on how the shared transport vision will be achieved is outlined in the following sections.

### 3.1.2 Vision Themes

Initiatives to support the shared transport vision for Wagga Wagga have been identified under the following three broad themes.

**Connected** – a transport network that facilitates seamless, multi-modal connectivity between where people live, work and play.

**Safe** – a transport network that delivers a safer future for the people of Wagga Wagga.

**Productive** – a transport network that supports the efficient, safe and sustainable movement of people and goods to, from and within Wagga Wagga and can swiftly pivot to take advantage of beneficial emerging technologies.

We believe that a Plan that focuses on securing a transport network for Wagga Wagga that is connected, safe and productive will also enable a regional city that is sustainable, vibrant and liveable for its citizens and visitors.

While some initiatives are already in the delivery or planning phases, new initiatives will require further investigation to determine feasibility, as well as ensure what is progressed for funding is aligned with the shared transport vision and delivers value for money for the people of Wagga Wagga.

### 3.1.3 Guiding Principles

Implementation of the identified initiatives will need to be actively cognisant of, and align with, the following guiding transport planning principles.

#### NSW Movement and Place Framework

The NSW Movement and Place Framework (the 'Framework') is a multi-disciplinary, place-based approach to the planning, design, delivery and operation of transport networks. It recognises and seeks to optimise the network of public spaces formed by roads and streets and the spaces they adjoin and impact.

The Framework considers the whole street including footpaths, from property line to property line and takes into account the needs of customers both moving through, and spending time, in a place.

Our roads and streets are key public spaces for our communities – places where people spend time and socialise – enabling activities that add vitality to neighbourhoods. Aligning movement and place in the design of roads and streets can give users of all ages and abilities better, safer and healthier travel options while creating appealing places where people want to live.

The objective is to achieve roads and streets that:

- contribute to the network of public space within a location, where people can live healthy, productive lives, meet each other, interact, and go about their daily activities; and
- are enhanced by transport and have the appropriate space allocation to move people and goods safely and efficiently, and connect places together.

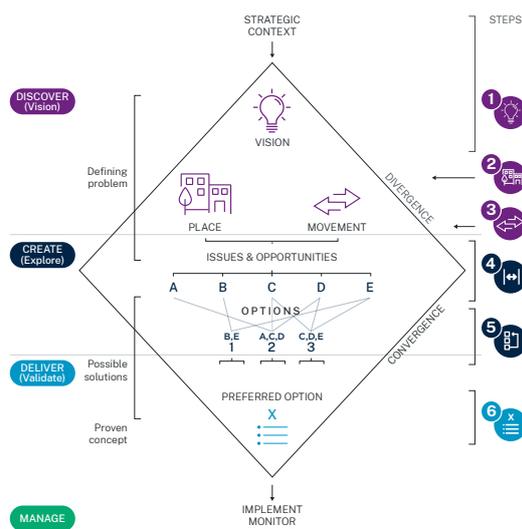


Figure 5: The Movement and Place Approach

Successful application of the Framework will ensure the streets and roads of Wagga Wagga effectively balance the movement of people and goods, with the amenity and quality of places, as well as support a vibrant and accessible city in which to live, work, play and visit.

## Road User Space Allocation

While the Framework seeks to balance the movement of people and goods with the amenity and quality of places, Transport for NSW's Road User Space Allocation Policy, and the supporting Road User Space Allocation Procedure, outlines objectives, principles and processes to safely and equitably allocate road space to different priority user groups.

As shown in Figure 6, the approach considers all road users through a modal hierarchy lens, with the needs of people spending time in a place to be considered first, followed by pedestrians, cyclists, public transport, freight, and point-to-point services. The needs of private vehicles are considered last.

By implementing the Road User Space Allocation Policy, and supporting Procedure, Transport for NSW and Council will ensure that the allocation of road user space:

- is a deliberate exercise that considers the place, function and movement requirements of roads;
- achieves the strategic intent and outcomes as set out in state-wide, and regional strategies and plans;
- considers the limited amount of space available to accommodate competing user needs; and
- can be adjusted to respond to specific circumstances.

Successful application of the Road User Space Allocation Policy, and supporting Procedure, will ensure the streets and roads of Wagga Wagga consider the needs of all road users collectively, prioritises the needs of the most vulnerable customers first, and helps ensure the transport network positively reflects the aspirations of each place.

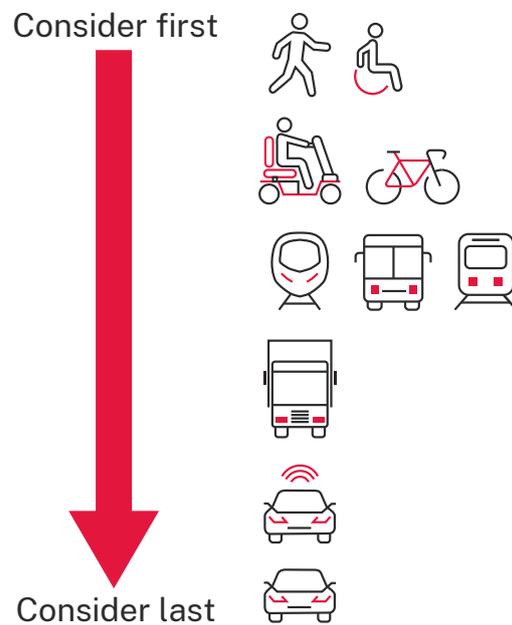


Figure 6: Order of modal priority when allocating road space by user

## Safe System Approach

The Safe System approach is a key initiative in achieving the NSW Government's "Towards Zero" goal of zero fatal and serious injuries on our roads by 2056. The approach recognises that people do make mistakes and aims to ensure that when a crash occurs, the energy levels transmitted to a person are below what would cause a fatal or serious injury.

The approach is underpinned by the following principles:

- people are fallible and make mistakes;
- roads, roadsides and vehicles need to be designed to minimise the likelihood of a crash occurring or reduce the force if a crash does happen; and
- road safety is a shared responsibility.

Application of the Safe System approach will be a key tool in delivering a safer transport network for the people of Wagga Wagga.

## Influence of COVID-19

The COVID-19 pandemic has seen major changes in our way of life. What was once thought impossible has, over the space of several months, become not only possible but in many ways the 'new normal'. The rapid expansion of working from home opportunities, as well as increased reliance on telehealth services and online shopping, have combined to reduce the need to travel during the pandemic. The rise of localism, a greater appreciation of open space and the need for more walkable and cycle-friendly neighbourhoods have also increased in importance.

Moving beyond the COVID-19 pandemic, future transport planning for Wagga Wagga will need to be cognisant of these changes to travel behaviour to ensure new initiatives are consistent with evolving wants and needs, rather than pre-pandemic thinking and approaches.

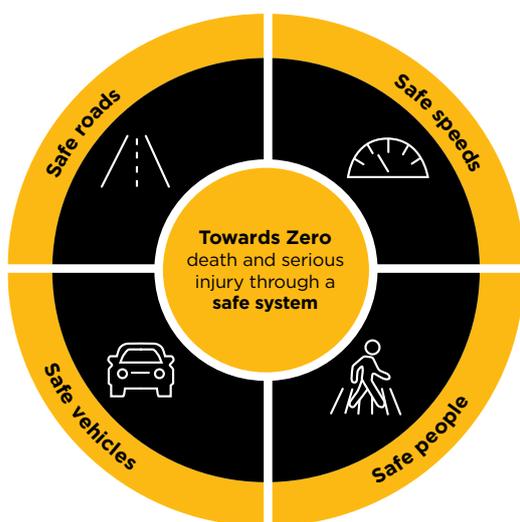


Figure 7: Components of the Safe System approach

### 3.1.4 Applicable Targets

#### State-wide 'Towards Zero' Goal

Through Future Transport, Transport for NSW is committed to help NSW achieve the ambitious 'Towards Zero' goal of zero fatalities and serious injuries on our roads by 2056. This is particularly relevant for Regional NSW with the fatality rate on country roads four times the comparative metropolitan rate, and more than 70 per cent of people who die on country roads are local.

As a supporting plan of Future Transport, the Wagga Wagga Transport Plan will both support, and contribute to, the state-wide 'Towards Zero' goal.

#### State-wide 'Net Zero' Goal

In March 2020, the NSW Government released the Net Zero Plan Stage 1: 2020-2030. The Plan is the foundation for NSW's goal to reach net zero emissions by 2050 and halve emissions by 2030, compared to 2005 levels.

The Wagga Wagga Transport Plan will both support, and contribute to, these state-wide emissions reduction goals. This will be achieved by identifying the infrastructure necessary to support greater uptake of low emissions technology, but also actively promote the behavioural change needed to secure a more sustainable, healthy and vibrant regional city into the future.

#### City-specific Mode Share Target

Data compiled from the 2016 Census showed that private vehicle transport was the dominant mode of choice for journey-to-work trips in Wagga Wagga at just over 77 per cent, followed by active transport (walking and cycling combined) at just over five per cent and public transport at 0.5 per cent.

By 2041, we want to see almost one in every five (18 per cent) trips made by walking, cycling or public transport in Wagga Wagga (see Figure 8). This step change in travel behaviour will require collaborative coordination between Transport for NSW and Council, as well as key NSW Government Agencies like DPE, NSW Health and the NSW Department of Education, industry partners and local community representatives. Furthermore, it will need to be underpinned by a comprehensive suite of infrastructure and service improvements, and complementary education campaigns.

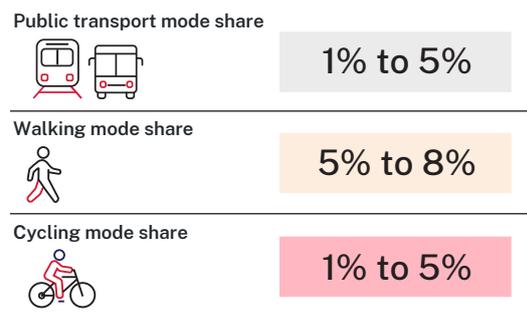


Figure 8: 2041 City-specific Mode Share Target for Wagga Wagga

### 3.1.5 Complementary Plans and Strategies

The Plan has been developed as a transport-focused response to the land use aspirations presented in Council's Wagga Wagga Local Strategic Planning Statement (LSPS) and the Wagga Wagga Health and Knowledge Precinct Master Plan, as well as the NSW Government's Wagga Wagga Special Activation Precinct Master Plan.

The Plan also seeks to build on the transport vision established in Council's Wagga Wagga Integrated Transport Strategy and Implementation Plan 2040, and the Wagga Wagga Urban Highway Study developed by the former Roads and Maritime Services (RMS).

## Wagga Wagga Local Strategic Planning Statement



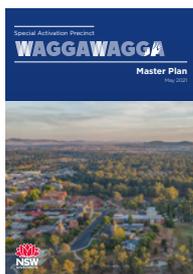
The Wagga Wagga Local Strategic Planning Statement details Council's plan to set the direction for Wagga Wagga's growth to 2040. The 20-year plan envisages Wagga Wagga being the southern capital of New South Wales and a city that is globally connected, culturally rich and vibrant, and economically diverse with high levels of liveability.

## Wagga Wagga Health and Knowledge Precinct Master Plan



The Wagga Wagga Health and Knowledge Precinct Master Plan outlines the 25 to 30 year vision for the precinct immediately surrounding Wagga Wagga's two major hospitals – the Wagga Wagga Base Hospital (public) and the Calvary Riverina Hospital (private) – to develop a central activity hub to enhance current and new health services in both Wagga Wagga and the wider Riverina, as well as support local employment in this key sector.

## Wagga Wagga Special Activation Precinct Master Plan



The Wagga Wagga Special Activation Precinct Master Plan articulates the vision and principles for the 4,424 hectare site, and identifies the key initiatives and provisions required to ensure that the vision is achieved.

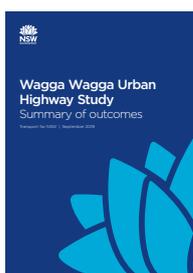
A supporting Draft Delivery Plan for the Special Activation Precinct is currently being developed by the Regional Growth NSW Development Corporation (RGDC). This Plan will also need to cognisant of the Draft Delivery Plan once publicly released for comment, particularly for initiatives in the vicinity of the Special Activation Precinct.

## Wagga Wagga Integrated Transport Strategy and Implementation Plan 2040



Released in 2017, the Wagga Wagga Integrated Transport Strategy and Implementation Plan 2040 details Council's blueprint for transport in Wagga Wagga. The Strategy seeks to maximise opportunities to increase public transport and walking and cycling use, as well as improve local traffic access and connectivity for both residents and visitors.

## Wagga Wagga Urban Highway Study



Developed by the former Roads and Maritime Services between 2015 and 2017, the Wagga Wagga Urban Highway Study was commissioned to analyse the safety and efficiency of the Sturt and Olympic Highways as they pass through the Wagga Wagga city centre. The Study also assessed the efficiency of the Gobbagombalin Bridge, and the need for a heavy vehicle bypass of the regional city.

A summary of the Wagga Wagga Urban Highway Study and its findings is provided in Appendix A.



## 3.2 Connected

Our shared transport vision seeks to provide a transport network that facilitates seamless, multi-modal connectivity between where people live, work and play, and regardless of age, ability and income. This supports a city that is active, safe, healthy and vibrant, as well as enhances the city's position at the heart of the Riverina.

This Plan identifies opportunities for people to connect at two different scales – for trips within Wagga Wagga and for trips beyond Wagga Wagga.

### 3.2.1 Improving connections within Wagga Wagga

#### Increase attractiveness of walking and cycling

Currently, 72 per cent of trips to work in Wagga Wagga are less than five kilometres in length. This means there is a great opportunity to shift more trips, more often to walking and cycling. Shifting a portion of these shorter trips from private vehicle to walking and cycling could mean 13,000 fewer vehicle trips by 2041 and will help limit the need for additional road capacity and parking on the city's streets into the future.

Integrating more walking and cycling into our journeys has been shown to deliver significant physical health benefits and more recently, there has been an increased focus on the mental health benefits that getting out and about on foot or by bike can provide as well. By taking more trips on foot or by bike, people have the opportunity to actively engage with their local community, strengthening social cohesion and community resilience.

Finally, given trips made on foot or by bicycle are in essence, emissions free, encouraging more people in Wagga Wagga to walk and cycle over the next 20 years will play a key role in meeting the NSW Government's goal to reach net zero emissions by 2050.

The Wagga Wagga Active Travel Plan Project, an initiative co-funded by the NSW Government and Council, will deliver 56 kilometres of new cycleway and shared paths across the regional city once completed. The project will link residential areas with key destinations across Wagga Wagga including the Central Business District, Health and Knowledge Precinct, Wagga Wagga Airport, educational institutions, and recreational facilities.

▲ Lake Albert Walking Track, Wagga Wagga  
Credit: Wagga Wagga City Council

As part of the Project, Council is also investigating the feasibility of a shared pedestrian and cycle link across the Murrumbidgee River between Narrung and Gardiner Streets, linking into Boorooma Street.

Although the Active Travel Plan Project has seen a significant increase in the number of people walking and cycling across the regional city, more work will be required to meet the city-specific mode share targets for walking and cycling by 2041. Furthermore, with the popularity of micro-mobility devices (like electric bikes, electric scooters, mobility scooters, etc.) anticipated to increase during the timeframe of the Plan, the active transport network for Wagga Wagga will also need to be responsive to these evolving mobility trends.

From a pedestrian perspective, creating an environment that encourages more trips on foot – safe crossing locations, connected footpath networks, low vehicle speeds and volumes, good street lighting, increased tree canopy, etc. – on key pedestrian links across the regional city needs to form the basis for the next tranche of initiatives for investigation.

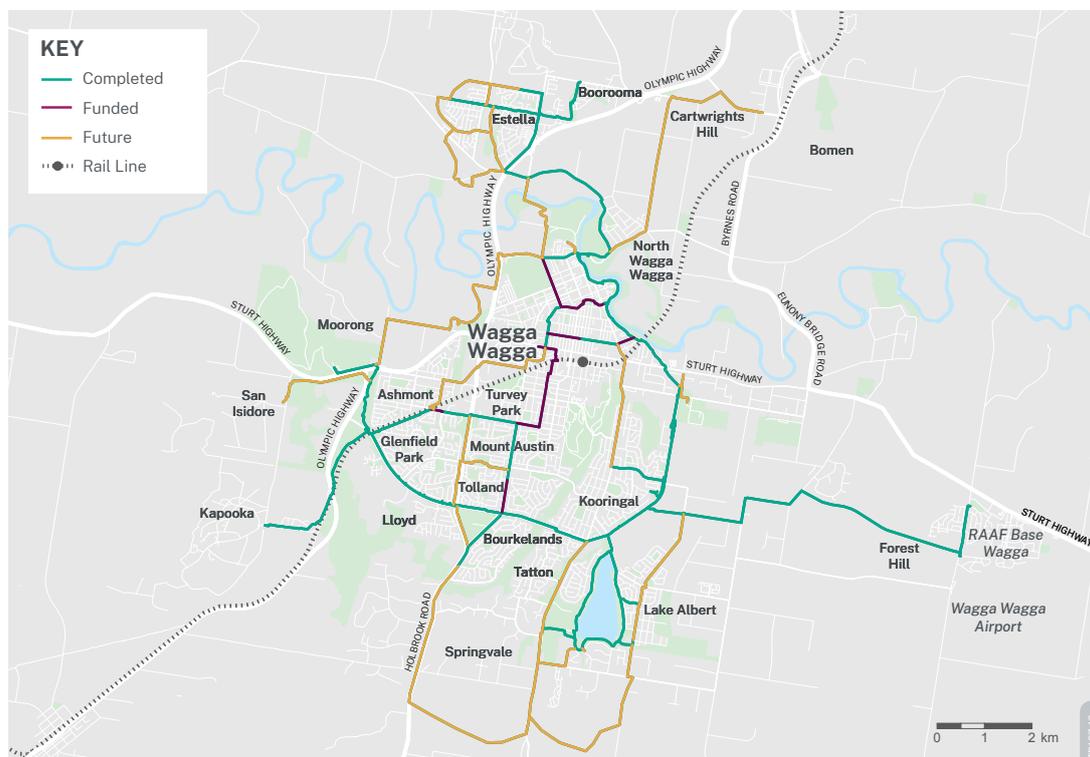


Figure 9: Active Transport Network for Wagga Wagga

At the Health and Knowledge Precinct, Transport for NSW will address a key barrier to pedestrian and cyclist connectivity, safely crossing Edward Street (Sturt Highway), by delivering new traffic signals at the Edward and Murray Streets intersection. The project will deliver an additional signal-controlled crossing of Edward Street, as well as integrate with the Central Link Cycleway – part of the Wagga Wagga Active Travel Plan Project – which will connect the Health and Knowledge Precinct with the completed Eastern Levee Link via Murray, Beckwith and Travers Streets.

The Wagga Wagga Integrated Transport Strategy also details a number of initiatives that seek to encourage more people, more often to consider walking. These include:

- Review and update the Pedestrian Access and Mobility Plan (PAMP) for Wagga Wagga
- Improve the crossability of major roads and roundabouts, with a key focus on the Tarcutta Street, Koorungal Road, Lake Albert Road, Red Hill Road, Bourke Street/ Docker Street and Glenfield Road/Pearson Street Corridors;
- Improve permeability and connectivity to and within activity centres and neighbourhoods; and
- Prioritise pedestrian movements over other transport modes in high pedestrian activity areas.

Transport for NSW strongly supports these initiatives and will work with Council to address these issues collectively. In the short-term, we will focus on updating the Wagga Wagga PAMP, improving the crossability of major roads and roundabouts across the regional city, and prioritising pedestrian movements in areas of high pedestrian activity and/or areas with a concentration of vulnerable users like schools, medical facilities, parks and playing fields.

From a cycling perspective, identifying the next tranche of initiatives post-completion of the Active Travel Plan Project will be key to continuing the bicycle revolution across Wagga Wagga. As Wagga Wagga expands further through the Special Activation Precinct and new residential growth precincts, the active transport network will also need to expand north and south to connect new residents, employees and visitors with the essential services offered in the CBD and Health and Knowledge Precinct.

The Wagga Wagga Integrated Transport Strategy also acknowledges the need to expand the active transport network north. The Strategy highlights the need to investigate a dedicated cycle route to Bomen to connect the regional city with the Special Activation Precinct and implementing a cycle link to the north of the city to service the northern growth area and Charles Sturt University.

Transport for NSW strongly supports these initiatives and will support Council with these investigations. We also see benefit in working with Council to investigate a further cycle link to the south of the regional city to connect with new southern growth areas south of Springvale. With new developments proposed across the regional city, better connections between the local network to key destinations like schools, shops, medical facilities and open space will be vital in providing improved access for all users.

Council, in conjunction with NSW Health and UNSW, is currently reviewing the impact the Active Travel Plan Project has had on walking and cycling in Wagga Wagga to date. Transport for NSW supports the review and will work with Council to identify additional areas for improvement and expansion, address remaining barriers to a greater uptake of cycling across the regional city, and collectively plan for new cycle-focused initiatives.

Finally, as new residential precincts expand across the regional city, Transport for NSW and Council will use the opportunity to work with representatives from DPE and industry over the life of the Plan to ensure they are designed to support walking and cycle-friendly neighbourhoods, as well as provide safe and efficient connections to the existing active transport network.

| Initiative # | Initiative  | Timeframe         | Responsibility                             |
|--------------|---|-------------------|--|
| C1           | Complete delivery of the Wagga Wagga Active Travel Plan Project   | Short (0-5 yrs)   | Council<br>Transport for NSW               |
| C2           | Upgrade the intersection of Edward and Murray Streets with traffic signals and controlled pedestrian crossings on all approaches  | Short (0-5 yrs)   | Transport for NSW<br>Council               |
| C3           | Review and update the Pedestrian Access and Mobility Plan (PAMP) for Wagga Wagga  | Short (0-5 yrs)   | Council<br>Transport for NSW               |
| C4           | Investigate the improved pedestrian crossability of major roads and roundabouts on key corridors including Tarcutta Street, Koorngal Road, Lake Albert Road, Red Hill Road, Bourke Street/ Docker Street and Glenfield Road/Pearson Street                    | Short (0-5 yrs)   | Council<br>Transport for NSW               |
| C5           | Undertake a review of the Active Travel Plan Project to identify additional areas for improvement and expansion, address remaining barriers to a greater uptake of cycling across the regional city, and collectively plan for new micro-mobility initiatives | Short (0-5 yrs)   | Council<br>NSW Health<br>Transport for NSW |
| C6           | Investigate a dedicated cycle route to Bomen to connect the regional city by bicycle with the Wagga Wagga Special Activation Precinct   | Medium (5-10 yrs) | Council<br>RGDC<br>Transport for NSW       |
| C7           | Implement a cycle link to the north of the regional city to service the northern growth area and Charles Sturt University   | Short (0-5 yrs)   | Council<br>Transport for NSW               |
| C8           | Investigate a cycle link to the south of the regional city to service the southern growth area  | Short (0-5 yrs)   | Council<br>Transport for NSW               |
| C9           | Ensure new residential precincts are designed to support walking and cycle-friendly neighbourhoods, as well as provide safe and efficient connections to the existing active transport network  | Life of Plan      | Council<br>Transport for NSW               |

## A prioritised bus network

Through the 16 Regional Cities Bus Services Improvement Program (“16 Cities Program”), Transport for NSW has delivered an additional 240 bus services per week for Wagga Wagga, with all routes running later into the evening on Thursdays, Fridays and Saturdays, as well as offering Sunday services for the first time across the city for all routes between 8am and 6pm. Figure 10 highlights the current bus service network for Wagga Wagga following the changes introduced through the 16 Cities Program.

To complement the increase in timetabled services, Transport for NSW is also trialling the Bomen bookable bus service between the CBD and the Bomen Business Park. The service has been introduced to operate around shift times to provide greater travel flexibility for people working at the Wagga Wagga Special Activation Precinct. On-demand transport options will continue to service a growing number of customers in Wagga Wagga over the short-term, and our aim is to further integrate them into the overall transport mix going forward.

As Wagga Wagga continues to grow, there will be a need to keep investing in the bus network for Wagga Wagga if the city-specific public transport mode share target presented in Section 3.1.4 is to be achieved.

From a service planning perspective, continuing to evolve the Wagga Wagga bus network to support faster journey times, consistent service frequencies across weekday and weekend periods, service patterns that enable easy interchange between modes, and operating services that are accessible to all customers will be fundamental in making bus services more attractive for more people, more often over the life of the Plan.

In the short-term, Transport for NSW, with the support of Council, will:

- review the service changes delivered through the 16 Regional Cities Bus Services Improvement Program and continually enhance the bus network to proactively respond to changes in customer need, population, land use and technology;
- review the trial of the Bomen bookable bus service between the CBD and the Bomen Business Park; and
- work with community – particularly customers not yet using the Wagga Wagga bus services – to understand the barriers to greater uptake of bus travel across the regional city. This data will help inform future service planning for Wagga Wagga to make the services more accessible to more people, more often.

In the medium to longer term, consideration of bus priority measures on key routes will ensure bus services operate reliably and quickly and continue to meet customer needs.

Plan the bus network based on the following service principles:

- Attractive journey times
- Consistent frequencies
- Direct journeys
- Consistency across weekday and weekend services.
- Services that contribute to vibrant places
- Service patterns enable easy interchange between modes
- Flexible on demand services for areas which are less accessible to timetabled services
- Services are accessible to all customers.

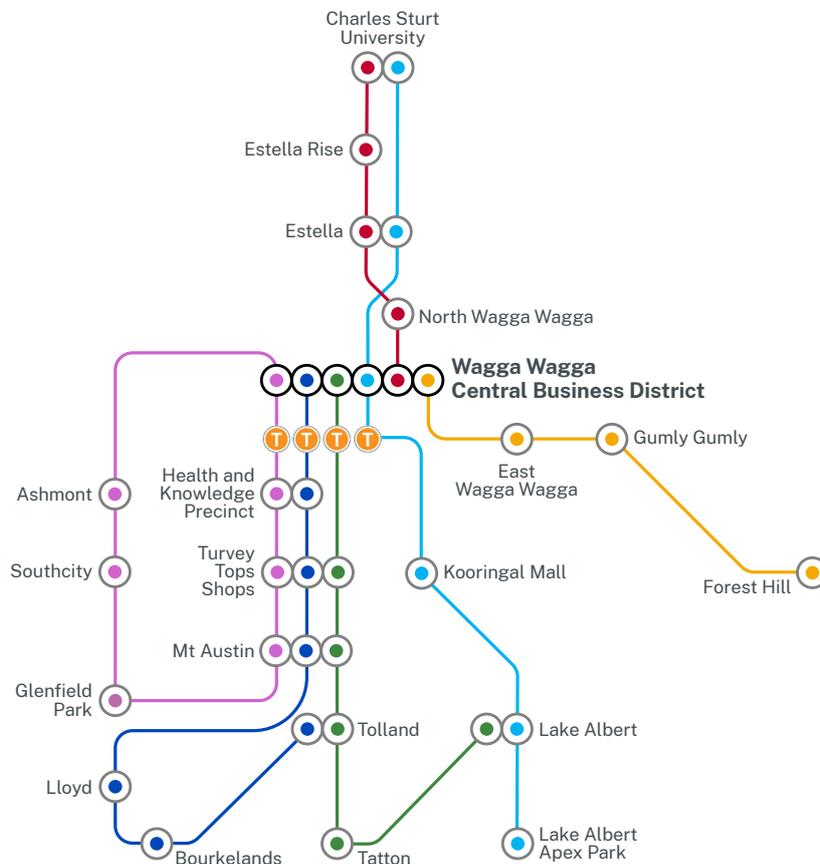


Figure 10: Current bus network map of Wagga Wagga

| Initiative # | Initiative   | Timeframe                 | Responsibility            |
|--------------|--|---------------------------|---------------------------|
| C10          | Review the service changes delivered through the 16 Regional Cities Bus Services Improvement Program and continually enhance the bus network to proactively respond to changes in customer need, population, land use and technology | Short (0-5 yrs)           | Transport for NSW         |
| C11          | Review outcome of the Bomen bookable bus service trial between the CBD and the Bomen Business Park   | Short (0-5 yrs)           | Transport for NSW         |
| C12          | Work with community to understand the barriers to greater uptake of bus travel in Wagga Wagga  | Short (0-5 yrs)           | Transport for NSW Council |
| C13          | Investigate the need for bus priority measures on key routes to ensure services continue to operate reliably and quickly   | Medium to Long (5-20 yrs) | Transport for NSW Council |



## Improving local connections for a growing city

During peak periods, the Olympic Highway Corridor between the new residential precincts of Boorooma, Estella and Gobbagombalin, and Edward Street (Sturt Highway) experiences congestion and a loss in travel time reliability. Furthermore, the current conflict between east-west through traffic along the Edward Street (Sturt Highway) Corridor and more locally-based, and increasingly multi-modal, north-south trips provides a particularly complex issue for the regional city.

Transport for NSW is currently planning to upgrade the intersections of the Olympic Highway with both Old Narrandera Road and Travers Street. This project will considerably improve safety at these two key intersections, as well as enhance accessibility to the expanding northern growth area.

Despite the proposed intersection upgrades, there will be an ongoing need for Transport for NSW and Council to proactively work together to manage future travel demand and improve modal choice across the regional city – particularly with the anticipated increase in Wagga Wagga’s population, combined with increasing demand associated with the Special Activation Precinct and the impending densification around the Health and Knowledge Precinct.

The Draft Wagga Wagga Transport Plan identified the need to investigate transport and freight connectivity improvements for North Wagga Wagga. This investigation would include consideration of a duplicated

Gobbagombalin Bridge, and a potential new northern link road – a new road link that if supported, would connect the Olympic Highway near the intersection with Old Narrandera Road and Oura Road, North Wagga Wagga.

Since the exhibition of the Draft Plan, Transport for NSW and Council have been working collaboratively to expand the scope of the investigation to also consider the following initiatives:

- Achieving an effective balance between movement and place along the Edward Street Corridor, particularly in the vicinity of the Health and Knowledge Precinct;
- Managing future demand along the Olympic Highway Corridor between the Special Activation Precinct and Edward Street;
- Upgrading the intersection of Edward and Pearson Street;
- Upgrading the intersection of the Olympic Highway, Coolamon Road and Horseshoe Road; and
- An additional crossing of the Murrumbidgee River.

Transport for NSW supports the expanded scope and sees value in addressing the network issues holistically rather than individually given the issues are generally inter-related. The investigation must consider both service and infrastructure solutions, be multi-modal in its approach, and provide clarity on when preferred solutions will need to be delivered.



| Initiative # | Initiative   | Timeframe          | Responsibility               |   |
|--------------|--|--------------------|------------------------------|---|
| C14          | <p data-bbox="403 853 906 1016">Collectively investigate the impact of land use change and changing travel demand along the Edward Street (Sturt Highway) Corridor, as well as connections to North Wagga Wagga, the northern growth areas and the Wagga Wagga Special Activation Precinct.</p> <p data-bbox="403 1032 906 1196">The investigation must include consideration of the following initiatives, and consider both service and infrastructure solutions, be multi-modal in its approach, and provide clarity on when preferred solutions will need to be delivered:</p> <ul data-bbox="403 1211 906 1653" style="list-style-type: none"> <li data-bbox="403 1211 906 1240">• a duplicated Gobbagombalin Bridge;</li> <li data-bbox="403 1245 906 1274">• a potential new northern link road;</li> <li data-bbox="403 1279 906 1352">• achieving an effective balance between movement and place along the Edward Street Corridor;</li> <li data-bbox="403 1357 906 1442">• managing future demand along the Olympic Highway Corridor between the Special Activation Precinct and Edward Street;</li> <li data-bbox="403 1447 906 1509">• upgrading the intersection of Edward and Pearson Street;</li> <li data-bbox="403 1514 906 1588">• upgrading the intersection of the Olympic Highway, Coolamon Road and Horseshoe Road; and</li> <li data-bbox="403 1592 906 1653">• an additional crossing of the Murrumbidgee River.</li> </ul> | Short<br>(0-5 yrs) | Transport for NSW<br>Council | <p data-bbox="1350 801 1517 987">▲ Sturt Highway and Eunony Bridge Road roundabout<br/>Credit: Wagga Wagga City Council</p> |

### 3.2.2 Improving connections beyond Wagga Wagga

#### The Regional Connected Network

Transport for NSW will utilise the Regional Connected Network approach to deliver an integrated public transport network for all Regional NSW. The approach seeks to better meet the everyday travel needs of regional communities through connecting people with, and between, a network of regional cities and centres.

Under the approach, public transport services will be designed to allow for same day return travel, and at times which meet the needs of regional communities to facilitate access to essential services and employment.



Figure 11: Public transport service planning for Wagga Wagga under the Regional Connected Network approach



As shown in Figure 11, the Regional Connected Network for Wagga Wagga considers the connections between Wagga Wagga and its neighbouring regional cities and centres (like between Wagga Wagga and Albury-Wodonga, and between Canberra and Wagga Wagga), as well as the connection between Wagga Wagga and its neighbouring regional towns and villages (like between Narrandera and Wagga Wagga, and between Tumut and Wagga Wagga).

Under existing service patterns, NSW TrainLink offers day return coach services between Wagga Wagga and Canberra five

times a week (Monday and Friday: Wagga Wagga – Gundagai – Canberra; Tuesday, Thursday and Saturday: Wagga Wagga – Junee – Cootamundra – Canberra) and is trialling a day return coach service between Tumut and Wagga Wagga every Wednesday.

Pivoting public transport service planning to adopt the Regional Connected Network approach for trips between Wagga Wagga and its neighbouring regional cities and centres, towns and villages would deliver the following customer outcomes:

▲ NSW TrainLink customer assistance

| Service Approach  | Service Type   | Application Cities, Centres and Towns  |
|---|--|--|
| Connecting Wagga Wagga to Neighbouring Cities and Centres | Day-return services from Wagga Wagga or single night journeys from Wagga Wagga | Albury-Wodonga, Canberra, Melbourne, Sydney  |
| Connecting Neighbouring Cities and Centres to Wagga Wagga | Day-return services to Wagga Wagga   | Albury-Wodonga, Cowra, Griffith  |
| Connecting Neighbouring Towns and Villages to Wagga Wagga | Day-return services to Wagga Wagga   | Coolamon, Cootamundra, Gundagai, Junee, Lockhart, Narrandera, Temora, The Rock, Tumbarumba, Tumut, Urana, Uranquinty |

Using the Regional Connected Network approach as the framework to inform future service patterns for public transport services between Wagga Wagga and its neighbouring regional cities and centres, towns and villages will considerably improve modal connectivity for customers travelling to and from the regional city. The approach would also contribute to achieving the city-specific public transport mode share target presented in [Section 3.1.4](#).

In the short-term, Transport for NSW will focus on improving the timing of services between Wagga Wagga and its neighbouring towns and villages to make public transport a viable

option for people travelling to Wagga Wagga for work, study, access essential services or play.

While in the medium-term, the focus will shift to improving day return frequencies between Wagga Wagga and its neighbouring regional cities and centres – Albury-Wodonga, Canberra, Cowra, Griffith. Services to Albury-Wodonga will investigate opportunities to better integrate service patterns to align with V-Line services to Melbourne, thereby delivering improved interchange capabilities with existing rail and coach services into Melbourne.

| Initiative # | Initiative  | Timeframe            | Responsibility    |
|--------------|---|----------------------|-------------------|
| C15          | Investigate improved service patterns between Wagga Wagga and its neighbouring towns and villages – Coolamon, Cootamundra, Gundagai, Junee, Lockhart, Narrandera, Temora, The Rock, Tumbarumba, Tumut, Urana, Uranquinty – to make public transport a viable option for people travelling to Wagga Wagga for work, study, access essential services or play | Short<br>(0-5 yrs)   | Transport for NSW |
| C16          | Investigate improved day return service frequencies between Wagga Wagga and its neighbouring regional cities and centres – Albury-Wodonga, Canberra, Cowra, Griffith  | Medium<br>(5-10 yrs) | Transport for NSW |

### The importance of aviation connectivity

After private vehicle transport, flying was the second most popular way people travelled to and from Wagga Wagga before the COVID-19 pandemic. Post the COVID-19 pandemic, aviation is expected to regain in popularity, particularly for trips between Wagga Wagga and Sydney, and Wagga Wagga and Melbourne.

As we transition out of COVID-19 related travel restrictions, the NSW Government will work with Council to support a return to, and continued growth of, regional aviation. In the medium-term, Transport for NSW will also investigate opportunities to better align timetabled, and potentially on-demand, public transport services, as well as point-to-point connections, with scheduled flight arrivals and departures at Wagga Wagga Airport.

| Initiative # | Initiative   | Timeframe         | Responsibility            |
|--------------|--|-------------------|---------------------------|
| C17          | Investigate opportunities to better align timetabled, and potentially on-demand, public transport services, as well as point-to-point connections, with scheduled flights at Wagga Wagga Airport | Medium (5-10 yrs) | Transport for NSW Council |

**889**  
people arriving or departing by air, NSW TrainLink, coach services per day



Percentage of trips made by air, rail, coach and community transport to/from Wagga Wagga

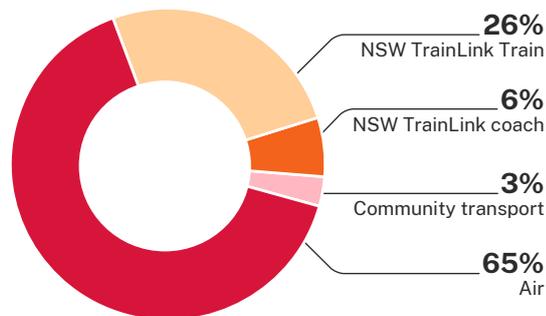


Figure 12: Percentage of trips made by air, rail, coach and community transport to and from Wagga Wagga

### 3.3 Safe

A safe city for all is a key objective of the Wagga Wagga Transport Plan. The Plan is committed to delivering a safe transport network for Wagga Wagga that accommodates the needs of all road users, is proactive in its approach to road safety, and supports places that are both vibrant and accessible to all.

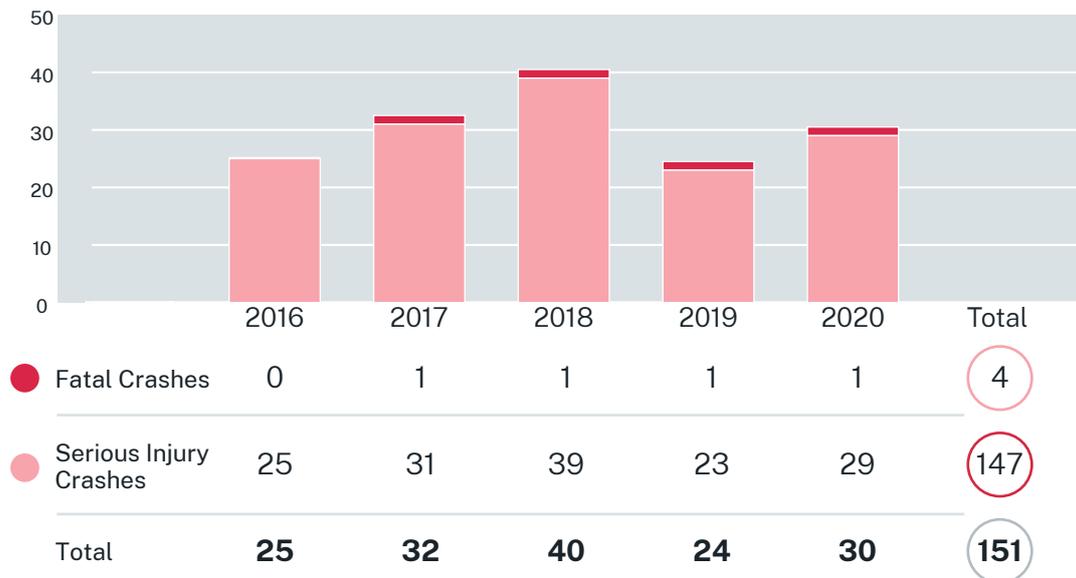
#### 3.3.1 Identify causes and locations of safety concern

While Transport for NSW will continue to take a proactive approach to road safety where possible, there will still be an ongoing need to resolve crash clusters and priority sites within the regional city.

Between 2016 and 2020, the Wagga Wagga transport network – defined as all roads within a 10-kilometre radius from the intersection of Baylis and Edward Streets for this analysis – recorded a total of four fatal crashes and 147 serious injury crashes, resulting in four fatalities and 169 serious injuries (see Figure 13).

The crash analysis also revealed the proportion of fatal and serious injury crashes in Wagga Wagga that occurred at intersections was higher than other comparable urban areas across Regional NSW over the same time period (see Figure 14), and most fatal and serious injury intersection crashes occurred during daylight hours (7am to 7pm). Fatal and serious injury crashes recorded at non-intersections however were spread more evenly across all hours of the day.

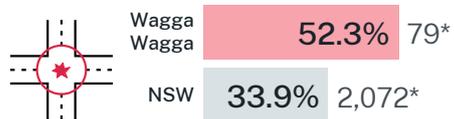
**Fatal and Serious Injury Crashes recorded in Wagga Wagga between 2016 – 2020**



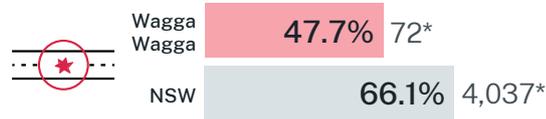
Source: Transport for NSW, 2020

Figure 13: Total Fatal and Serious Injury Crashes recorded in Wagga Wagga (2016-2020)

### Intersections

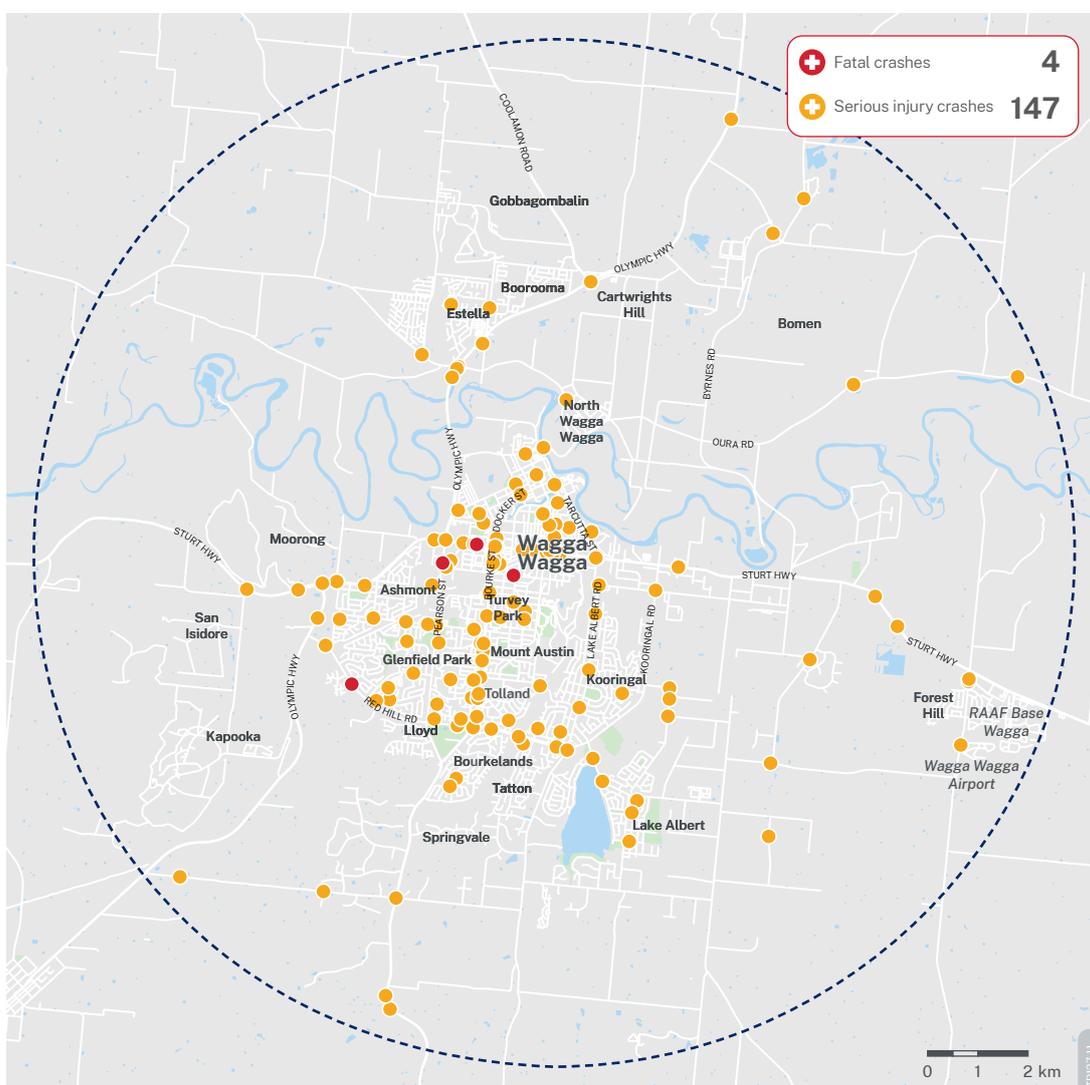


### Non-intersections



Intersection locations include crashes up to 10 metres from an intersection  
 \*number of total crashes

Figure 14: Analysis of crash location between those recorded in Wagga Wagga and comparable urban areas across Regional NSW



#### KEY

- Fatal Crashes
- Serious Injury Crashes

Figure 15: Location of Fatal and Serious Injury Crashes recorded in Wagga Wagga between 2016 and 2020

The locations of the fatal and serious injury crashes recorded between 2016 and 2020 is presented in the map Figure 15. The map shows that the highest concentration of these fatal and serious injury crashes occurred on:

- Edward Street (Sturt Highway) between Pearson Street and Lake Albert Road – this corridor recorded 14 serious injury crashes between 2016 and 2020, of which 10 occurred at intersections; and
- Bourke Street / Docker Street – this corridor recorded 12 serious injury crashes between 2016 and 2020, of which nine occurred at intersections.

To improve safety on these corridors, Transport for NSW is currently investigating safety improvements for the Edward Street Corridor and is keen to work with Council in the short-term to undertake a safety review of the Bourke Street / Docker Street Corridor.

Feedback provided during the public exhibition of the Draft Plan highlighted safety concerns at the intersections of Pearson Street and Dobney Avenue (double roundabout), and Edward Street and Pearson Street.

While the analysis of fatal and serious injury crashes recorded between 2016 and 2020 did not identify either location as a crash cluster, Council, in conjunction with the Australian and NSW Governments, is undertaking a

\$5.6 million project to rehabilitate, reseal and improve Dobney Avenue and Pearson Street between the Sturt Highway and the double roundabouts.

Furthermore, as part of Initiative C14, Transport for NSW will investigate the upgrading of the Edward and Pearson Street intersection. Transport for NSW also sees benefit in supporting Council to undertake a safety review of the Glenfield Road / Pearson Street Corridor to complement the rehabilitation works underway at Dobney Avenue and Pearson Street.

Of the fatal and serious injury crashes recorded between 2016 and 2020, speeding (14 per cent), alcohol (nine per cent), and fatigue (eight per cent) were contributing factors.

While the proportion of speeding and fatigue-related crashes in Wagga Wagga is trending below the NSW average, the prevalence of alcohol in Wagga Wagga crashes exceeded the current NSW average rate of seven per cent. In the short-term, Transport for NSW will work with Council, NSW Police, industry and community representatives to identify options – educational programs, extended hours for public transport services, point-to-point service improvements, etc. – to reduce drink driving across the regional city.

| Initiative # | Initiative   | Timeframe       | Responsibility                             |
|--------------|--|-----------------|--|
| S1           | Investigate and implement safety initiatives for the Edward Street Corridor  | Short (0-5 yrs) | Transport for NSW<br>Council               |
| S2           | Undertake a safety review of the Bourke Street / Docker Street and Glenfield Road / Pearson Street Corridors   | Short (0-5 yrs) | Council<br>Transport for NSW               |
| S3           | Rehabilitate, reseal and improve Dobney Avenue and Pearson Street between Edward Street (Sturt Highway) and the double roundabouts   | Short (0-5 yrs) | Council<br>Transport for NSW               |
| S4           | Identify options – like educational programs, extended hours for public transport services, point-to-point service improvements – to reduce drink driving across the regional city | Short (0-5 yrs) | Transport for NSW<br>Council<br>NSW Police |



### 3.3.2 Create a safer environment for walking and cycling

Part of the Safe System approach involves making built environments safer for pedestrians and cyclists by implementing a range of measures such as slower speeds, improved lighting, safer pedestrian crossing facilities, and dedicating more physical space to walking and cycling.

Speed limits are set so vehicles are able to safely respond to potential risks in the road environment. Additionally, speed limits need to be cognisant of place, considering both activities and land use beyond the pavement. Generally, where there are more people walking and cycling, lower speed limits are used to reduce the risk of crashes and people being seriously injured.

To support this position, analysis undertaken by Transport for NSW identified a 33 per cent reduction in crashes causing serious injuries and deaths in 40km/h high pedestrian activity areas across NSW between 2005 and 2015.

To ensure speed zones improve safety outcomes for all customers, Transport for NSW will actively work with Council over the life of the Plan to determine the appropriateness of existing posted speed limits across the regional city. Where it is established that the speed zone is not appropriate for the local environment, speed limits will be adjusted accordingly.

Wide streets also fail to discourage drivers to decrease their speed. Streets should be designed to be intuitive and slow vehicles down to a safe speed. This can be achieved by reducing the travel lane widths and

repurposing that space to increase footpath width, plant decorative trees and gardens, or install on-street parking and cycle lanes.

Although pedestrian priority infrastructure is more prevalent within the Wagga Wagga CBD, many locations across the regional city do not currently include the infrastructure necessary (like marked pedestrian crossings and pedestrian refuges) to deliver a safe crossing environment for pedestrians. Safe crossing points are a key consideration in the attractiveness and legibility of the pedestrian network, particularly for more vulnerable pedestrians.

As noted in [Section 3.2.1](#), Transport for NSW will actively work with Council to improve the pedestrian crossability of major roads and roundabouts on key corridors across the regional city (Initiative C4). In the short-term, the focus will be on the Tarcutta Street, Koorngal Road, Lake Albert Road, Red Hill Road, Bourke Street/Docker Street and Glenfield Road/Pearson Street corridors.

As part of the Inland Rail Project, the Australian Rail Track Corporation (ARTC) is assessing the Edmondson Street Bridge to identify works to support the future passage of double-stacked container trains through Wagga Wagga. Transport for NSW and Council will need to work collaboratively with ARTC to ensure the project delivers a safe outcome for pedestrians and successfully integrates into the existing footpath network, and the impact to established travel patterns during construction is effectively managed.

▲ Example of a wide Wagga Wagga intersection with limited formal pedestrian crossing facilities

We will also work collaboratively over the life of the Plan to prioritise pedestrian movements in areas of high pedestrian activity and/or areas with a concentration of vulnerable users like schools, medical facilities, parks and playing fields.

Finally, Transport for NSW will work with Council, the NSW Department of Education, and independent schools to address barriers to walking and cycling to schools across the regional city. NSW children are not walking or cycling as much as they did in previous decades. Today on average, only one in every four school children walk or cycle to school,

with the majority now being driven. Creating a safer environment for school children to walk or cycle to school not only contributes to improved self-confidence and physical development outcomes, it also benefits the wider community too as they will also be able to utilise the improved active transport connections.

In combination, initiatives that create a safer environment for walking and cycling across Wagga Wagga will be integral to achieving the city-specific active transport mode share target presented in [Section 3.1.4](#).

| Initiative # | Initiative   | Timeframe       | Responsibility   |
|--------------|--|-----------------|--|
| S5           | Ensure posted speed limits across the regional city safely respond to potential risks in the road environment, are cognisant of place, and consider both activities and land use beyond the pavement | Life of Plan    | Transport for NSW<br>Council   |
| S6           | Prioritise pedestrian movements in areas of high pedestrian activity and/or areas with a concentration of vulnerable users like schools, medical facilities, parks and playing fields                | Life of Plan    | Council<br>Transport for NSW   |
| S7           | Work with the NSW Department of Education and independent schools to address barriers to walking and cycling to school across the regional city  | Short (0-5 yrs) | Council<br>Transport for NSW<br>Dept of Education<br>Independent Schools |

▼ Credit: Wagga Wagga City Council



## 3.4 Productive

Wagga Wagga is an important origin and destination for freight given its strategic location at the junction of two state highways, location on the rail network and its strategic proximity to Sydney, Melbourne, Canberra and Adelaide.

Our shared transport vision seeks to deliver a transport network for Wagga Wagga that supports the efficient, safe and sustainable movement of people and goods to, from and within the regional city, as well as benefits from emerging technologies.

We also want a network that can leverage off the significant economic investment in freight-related initiatives like the Wagga Wagga Special Activation Precinct and Inland Rail, and maximises opportunities for “moving more with less” by road and rail.

### 3.4.1 Infrastructure that supports “moving more with less”

Opening up more of the NSW road network to facilitate greater access for Performance Based Standard (PBS) vehicle combinations will provide industry with the certainty required to invest in these modern, safer, and more efficient heavy vehicles.

Under existing conditions, the Olympic and Sturt Highways are approved under notice for PBS Level 2B vehicle combinations.

PBS Level 3A vehicle combinations are approved under notice along the Sturt Highway, west of the Pearson Street intersection, and on the Olympic Highway, north of the Pearson Street intersection. Furthermore, new roads within the Special Activation Precinct are also proposed to accommodate PBS Level 3A vehicle combinations<sup>6</sup>.

Access via Eunony Bridge Road, Byrnes Road and Merino Road is currently limited to PBS Level 2A vehicle combinations.

For Wagga Wagga, achieving consistency in the classification for heavy vehicle road access for key routes to and from the Special Activation Precinct will be integral to the future success of the intermodal hub.

In the short-term, Transport for NSW will work with Council to investigate opportunities to open up Eunony Bridge Road, Byrnes Road (between Eunony Bridge Road and the Special Activation Precinct) and Merino Road to both PBS Level 2B and PBS Level 3A vehicle combinations.

In the medium-term, Transport for NSW will investigate opportunities to expand the network for PBS Level 3A vehicle combinations east along the Sturt Highway to intersection with the Hume Highway.

| Initiative # | Initiative   | Timeframe         | Responsibility               |
|--------------|--|-------------------|------------------------------|
| P1           | Investigate opportunities to open up Eunony Bridge Road, Byrnes Road (between Eunony Bridge Road and the Special Activation Precinct) and Merino Road to both PBS Level 2B and PBS Level 3A vehicle combinations | Short (0-5 yrs)   | Council<br>Transport for NSW |
| P2           | Investigate opportunities to expand the network for PBS Level 3A vehicle combinations east along the Sturt Highway to the Hume Highway   | Medium (5-10 yrs) | Transport for NSW<br>Council |

<sup>6</sup> Wagga Wagga Special Activation Precinct: Assessment of Refined Use – Traffic and Transport Plan, WSP, July 2020



### 3.4.2 Heavy vehicle rest areas and decoupling sites

Wagga Wagga’s strategic freight location provides a convenient layover to manage fatigue and access services. The recently completed truck stop on the corner of the Sturt Highway and Tasman Road in East Wagga Wagga has provided a much-needed rest and refuel area for trucks outside the urban core of Wagga Wagga. The Special Activation Precinct also includes considerations for further heavy vehicle decoupling and rest areas within the Special Activation Precinct.

Transport for NSW sees value in working with Council and industry representatives to strategically plan for additional heavy vehicle

rest areas and decoupling sites across the regional city. Working directly with Council and industry representatives, the strategic investigation will undertake a deep dive into the issues and opportunities for heavy vehicle rest stop and decoupling site provision in a Wagga Wagga context, as well as help plan for the larger vehicle combinations, like PBS Level 2B and PBS Level 3A, being considered for freight-focused NSW roads.

This investigation would ensure that the needs of drivers and industry are met collectively, as well as future-proof any new facility to accommodate the larger vehicle combinations that underpin “moving more with less”.

▲ Bourke Street level crossing, Wagga Wagga

| Initiative # | Initiative   | Timeframe       | Responsibility                           |
|--------------|--|-----------------|--|
| P3           | Work with Council and industry representatives to strategically plan for additional heavy vehicle rest areas and decoupling sites across Wagga Wagga | Short (0-5 yrs) | Transport for NSW<br>Council<br>Industry |

### 3.4.3 Rail level crossings

Wagga Wagga currently has two 'at-grade' rail level crossings – one on Docker Street, just south of the intersection with Chaston Street, and the other on Fernleigh Road, just east of the intersection with Bulolo Street. Both rail level crossings are currently controlled by flashing lights and boom gates.

With the Inland Rail Project anticipated to increase rail freight volumes through Wagga Wagga, further investigation will be required to understand the impact this volume increase may have on vehicle wait times at the Docker Street and Fernleigh Road level crossings. Transport for NSW and Council will need to work collaboratively with the ARTC to investigate this issue further.

| Initiative # | Initiative  | Timeframe       | Responsibility                       |
|--------------|---|-----------------|--------------------------------------|
| P4           | Investigate the impact of future rail freight movements on vehicle wait times at the Docker Street and Fernleigh Road level crossings | Short (0-5 yrs) | ARTC<br>Council<br>Transport for NSW |

### 3.4.4 Address first and last mile barriers and land use conflicts

First and last mile access for freight on the local road network is vital to support the continued economic viability of communities and businesses within Wagga Wagga. Freight access must be considered early when planning precincts and neighbourhoods to deliver solutions that achieve an appropriate balance between the movement and delivery of goods, with the need to support vibrant and successful places.

The provision of 'fit-for-purpose' loading facilities – both on-street and off-street – at key destinations is also crucial in enabling the seamless transportation of goods from vehicle to property. Network access and servicing constraints are often barriers that inhibit freight productivity and can impact the sustained success of regional cities, towns and villages.

Recognising the need for specialist information and resources to better plan for last mile deliveries and servicing in urban environments, Transport for NSW has prepared the [Freight and Servicing Last Mile Toolkit](#) to assist urban planners, developers and government to give greater

consideration to freight and servicing demands for new buildings and precincts in urban environments.

Using the Last Mile Toolkit as a guiding framework for urban freight considerations, over the life of the Plan, Transport for NSW and Council will work collaboratively with DPE and industry to:

- ensure existing barriers to first and last mile deliveries on the local road network are addressed collectively to maximise freight connectivity across the regional city;
- Ensure that future planning and development provides strategically located, 'fit-for-purpose' loading facilities across Wagga Wagga to support the seamless transportation of goods from vehicle to property and
- ensure key road and rail freight corridors across Wagga Wagga are protected from incompatible land uses.

| Initiative # | Initiative   | Timeframe    | Responsibility                           |
|--------------|--|--------------|--|
| P5           | Collectively address existing barriers to first and last mile deliveries on the local road network   | Life of Plan | Council<br>Industry<br>Transport for NSW |
| P6           | Ensure that future planning and development provides strategically located, 'fit-for-purpose' loading facilities across Wagga Wagga to support the seamless transportation of goods from vehicle to property | Life of Plan | Council<br>Industry<br>Transport for NSW |
| P7           | Ensure key road and rail freight corridors are protected from incompatible land uses   | Life of Plan | Council<br>DPE<br>Transport for NSW      |

### 3.4.5 Realising the opportunities of Inland Rail

The Inland Rail Project will create opportunities to build on the way the regional rail network operates. Through the Special Activation Precinct, Wagga Wagga will become a central hub for the region with more direct rail connections to Melbourne, as well as new connections north through the heart of Regional NSW and onwards to Brisbane.

The Inland Rail Project utilises the existing rail corridor through Wagga Wagga with enhancements and modifications to provide sufficient height and width to support the safe running of double-stacked freight trains. This supports “moving more with less” as it allows

twice as many containers to be transported, maximising the efficiency of the rail line and also increasing the opportunities for road freight to be transferred to rail.

To maximise investment in Inland Rail, and key supporting infrastructure like the Riverina Intermodal Freight and Logistics (RiFL) Hub, Transport for NSW will actively work with Council and industry over the life of the Plan to support additional opportunities that will enable the seamless transition of freight between road and rail (and vice versa) within the Special Activation Precinct.

▼  
Sydney to  
Melbourne  
Railway Viaduct,  
Wagga Wagga



| Initiative # | Initiative  | Timeframe    | Responsibility               |
|--------------|---|--------------|------------------------------|
| P8           | Support additional opportunities that enable the seamless transition of freight between road and rail (and vice versa) within the Wagga Wagga Special Activation Precinct | Life of Plan | Council<br>Transport for NSW |

### 3.4.6 Feasibility of a Southern Bypass

The Wagga Wagga Local Strategic Planning Statement (LSPS) considers the option of a future bypass corridor to the south of the regional city. The indicative corridor would enable through traffic on the Sturt Highway to bypass the city.

While the findings of the Wagga Wagga Urban Highway Study did not support a bypass of the regional city at this time, the Study did

acknowledge the need for Transport for NSW and Council to continue to work together to plan for an alternative heavy vehicle route so that if or when volumes increase, appropriate measures can be deployed.

Moving forward, Transport for NSW sees value in working with Council to assess the feasibility of a southern bypass of Wagga Wagga in the short-term.

| Initiative # | Initiative   | Timeframe       | Responsibility               |
|--------------|--|-----------------|------------------------------|
| P9           | Assess the feasibility of a southern bypass of Wagga Wagga | Short (0-5 yrs) | Council<br>Transport for NSW |

### 3.4.7 Facilitate the fleet transition to emissions-free technology

Electric vehicles are forecast to reach upfront price parity with traditional combustion engine vehicles in Australia from 2024<sup>7</sup>. Combined with the NSW Government's aspirational target for hydrogen to make up 10 per cent of the total gas network by 2030, there is the need and the opportunity for a transition towards a future where both electric and hydrogen fuel cell vehicles become the norm rather than the exception.

The transition to a cleaner, greener transport future will require leadership and collaboration between NSW Government Agencies, Council and industry to deliver the required infrastructure and services that will enable, and encourage, the change to occur.

As shown in Figure 16, under existing conditions there is currently five electric vehicle charging stations in Wagga Wagga – four public stations and one fast charger managed by the NRMA.

<sup>7</sup> NSW Government 2020, Net Zero Plan Stage 1: 2020-2030, p. 17

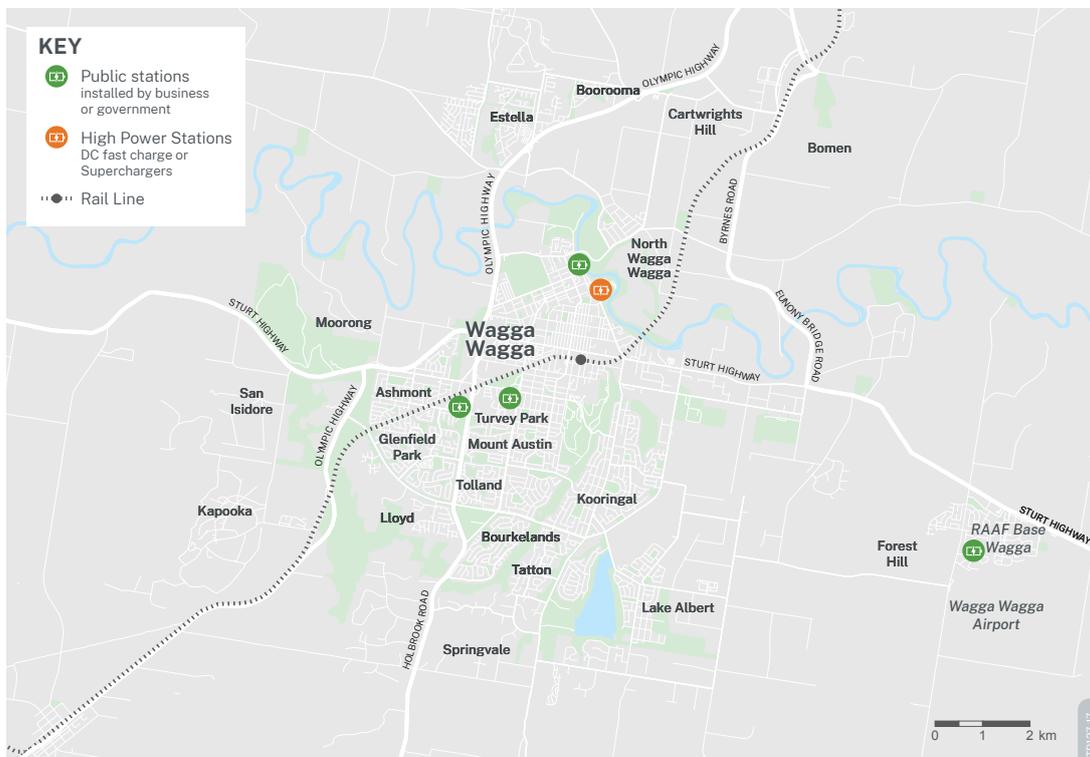


Figure 16: Electric vehicle charging stations

While electric vehicle charging infrastructure will be considered for inclusion within the Wagga Wagga Special Activation Precinct, Transport for NSW and Council will need to work collaboratively with industry over the life of the Plan to identify additional charging station locations across the regional city to proactively support the approaching fleet transition to low emissions technology. The provision of on-site electric vehicle charging infrastructure should also be considered as part of future development proposals across the regional city.

Like electric vehicles, hydrogen fuel cell vehicles are also emissions free, converting compressed hydrogen into electricity to power an electric motor. They offer the advantages of longer operating ranges, lighter weight and rapid refuelling capability, which may suit long distance freight operations.

While refuelling opportunities for hydrogen fuel cell vehicles do not yet exist in Wagga Wagga, Transport for NSW and Council will need to be agile to this evolving technology, particularly for freight-specific hubs like the Special Activation Precinct where the need for hydrogen refuelling capabilities is likely to be greatest.

| Initiative # | Initiative  | Timeframe    | Responsibility                           |
|--------------|---|--------------|--|
| P10          | Investigate opportunities for additional electric vehicle charging station locations across Wagga Wagga     | Life of Plan | Council<br>Industry<br>Transport for NSW |
| P11          | Consider the inclusion of on-site electric vehicle charging infrastructure for future development proposals | Life of Plan | Council<br>DPE<br>Transport for NSW      |



## 04 Initiatives

This Plan has identified 35 initiatives that in combination, will help propel the transport services and infrastructure for Wagga Wagga towards the 2041 vision. To provide greater clarity as the Plan transitions into the implementation phase, the 35 initiatives have been split by project phase – in delivery, in planning, for investigation; by time period – short, medium, life of plan; and by responsibility – lead, support.

Initiatives identified for completion in the short-term are the highest priority items. These initiatives will either be delivered, planned for, or investigated within the next five years. Initiatives identified for completion in the medium-term will be investigated within the next 5 to 10 years while initiatives with a 'Life of Plan' timeframe represent a commitment for Transport for NSW, Council and key stakeholders to work collaboratively as opportunities arise over the next 20 years to accommodate the initiative.

While some initiatives are already in the delivery or planning phases, new initiatives will require further investigation to determine feasibility, as well as ensure what is progressed for funding is aligned with the transport vision for Wagga Wagga and delivers value for money for the people of NSW.

Transport for NSW and Council will provide status updates on our allocated initiatives every 12 months and undertake a refresh of the Transport Plan every five years. The refresh will consider progress on the initiatives listed in this Plan, as well as identify potential new initiatives that may be necessary to respond to future customer needs, emerging technologies, changing land uses, or new service and/or infrastructure commitments proposed for Wagga Wagga over the next five years. The refresh will also provide an opportunity to review progress on transitioning the regional city towards the 2041 transport vision.

### 4.1 Short-Term Initiatives

The Plan has identified a total of 21 short-term initiatives that will be delivered, planned for, or investigated within the next five years. In terms of responsibility for the short-term

initiatives, Transport for NSW will be the lead for nine initiatives, Council will be the lead for 11 initiatives and the Australian Rail Track Corporation will be the lead for one initiative.

| Initiative # | Initiative   | Project Phase | Responsibility    |                   |
|--------------|--|---------------|-------------------|-------------------|
|              |  |               | Lead              | Support           |
| C1           | Complete delivery of the Wagga Wagga Active Travel Plan Project  | In Delivery   | Council           | Transport for NSW |
| C2           | Upgrade the intersection of Edward and Murray Streets with traffic signals and controlled pedestrian crossings on all approaches | In Planning   | Transport for NSW | Council           |
| C3           | Review and update the Pedestrian Access and Mobility Plan (PAMP) for Wagga Wagga   | In Delivery   | Council           | Transport for NSW |

| Initiative # | Initiative  | Project Phase     | Responsibility    |                                 |
|--------------|---|-------------------|-------------------|---------------------------------|
|              |   |                   | Lead              | Support                         |
| C4           | Investigate the improved pedestrian crossability of major roads and roundabouts on key corridors including Tarcutta Street, Koorungal Road, Lake Albert Road, Red Hill Road, Bourke Street/Docker Street and Glenfield Road/Pearson Street  | In Delivery       | Council           | Transport for NSW               |
| C5           | Undertake a review of the Active Travel Plan Project to identify additional areas for improvement and expansion, address remaining barriers to a greater uptake of cycling across the regional city, and collectively plan for new cycle-focused initiatives  | In Planning       | Council           | NSW Health<br>Transport for NSW |
| C7           | Implement a cycle link to the north of the regional city to service the northern growth area and Charles Sturt University   | For Investigation | Council           | Transport for NSW               |
| C8           | Investigate a cycle link to the south of the regional city to service the southern growth area  | In Planning       | Council           | Transport for NSW               |
| C10          | Review the service changes delivered through the 16 Regional Cities Bus Services Improvement Program and continually enhance the bus network to proactively respond to changes in customer need, population, land use and technology  | For Investigation | Transport for NSW |                                 |
| C11          | Review outcome of the Bomen bookable bus service trial between the CBD and the Bomen Business Park  | For Investigation | Transport for NSW |                                 |
| C12          | Work with community to understand the barriers to greater uptake of bus travel in Wagga Wagga   | For Investigation | Transport for NSW | Council                         |
| C14          | Collectively investigate the impact of land use change and changing travel demand along the Edward Street (Sturt Highway) Corridor, as well as connections to North Wagga Wagga, the northern growth areas and the Wagga Wagga Special Activation Precinct – the investigation must include consideration of a future duplication of Gobbagombalin Bridge | For Investigation | Transport for NSW | Council                         |

| Initiative # | Initiative  | Project Phase     | Responsibility    |   |
|--------------|---|-------------------|-------------------|---|
|              |   |                   | Lead              | Support   |
| C15          | Investigate improved service patterns between Wagga Wagga and its neighbouring towns and villages – Coolamon, Cootamundra, Gundagai, Junee, Lockhart, Narrandera, Temora, The Rock, Tumbarumba, Tumut, Urana, Uranquinty – to make public transport a viable option for people travelling to Wagga Wagga for work, study, access essential services or play | For Investigation | Transport for NSW |   |
| S1           | Investigate and implement safety initiatives for the Edward Street Corridor   | For Investigation | Transport for NSW | Council   |
| S2           | Undertake a safety review of the Bourke Street / Docker Street and Glenfield Road / Pearson Street Corridors  | For Investigation | Council           | Transport for NSW   |
| S3           | Rehabilitate, reseal and improve Dobney Avenue and Pearson Street between Edward Street (Sturt Highway) and the double roundabouts  | In Delivery       | Council           | Transport for NSW   |
| S4           | Identify options – like educational programs, extended hours for public transport services, point-to-point service improvements – to reduce drink driving across the regional city  | For Investigation | Transport for NSW | Council<br>NSW Police   |
| S7           | Work with the NSW Department of Education and independent schools to address barriers to walking and cycling to school across the regional city   | In Planning       | Council           | Transport for NSW<br>Dept of Education<br>Independent Schools |
| P1           | Investigate opportunities to open up Eunony Bridge Road, Byrnes Road (between Eunony Bridge Road and the Special Activation Precinct) and Merino Road to both PBS Level 2B and PBS Level 3A vehicle combinations  | For Investigation | Council           | Transport for NSW   |
| P3           | Work with Council and industry representatives to strategically plan for additional heavy vehicle rest areas and decoupling sites across Wagga Wagga  | For Investigation | Transport for NSW | Council<br>Industry   |
| P4           | Investigate the impact of future rail freight movements on vehicle wait times at the Docker Street and Fernleigh Road level crossings   | For Investigation | ARTC              | Council<br>Transport for NSW                                  |
| P9           | Assess the feasibility of a southern bypass of Wagga Wagga  | For Investigation | Council           | Transport for NSW   |

## 4.2 Medium-Term Initiatives

The Plan has identified a total of five medium-term initiatives that will be investigated within the next 5 to 10 years. In terms of responsibility for the medium-term initiatives,

Transport for NSW will be the lead for four initiatives, and Council will be the lead for one initiative.

| Initiative # | Initiative   | Project Phase     | Responsibility       |                              |
|--------------|--|-------------------|----------------------|------------------------------|
|              |  |                   | Lead                 | Support                      |
| C6           | Investigate a dedicated cycle route to Bomen to connect the regional city by bicycle with the Wagga Wagga Special Activation Precinct  | For Investigation | Council              | RGDC<br>Transport<br>for NSW |
| C13          | Investigate the need for bus priority measures on key routes to ensure services continue to operate reliably and quickly   | For Investigation | Transport<br>for NSW | Council                      |
| C16          | Investigate improved day return service frequencies between Wagga Wagga and its neighbouring regional cities and centres – Albury-Wodonga, Canberra, Cowra, Griffith                             | For Investigation | Transport<br>for NSW |                              |
| C17          | Investigate opportunities to better align timetabled, and potentially on-demand, public transport services, as well as point-to-point connections, with scheduled flights at Wagga Wagga Airport | For Investigation | Transport<br>for NSW | Council                      |
| P2           | Investigate opportunities to expand the network for PBS Level 3A vehicle combinations east along the Sturt Highway to the Hume Highway   | For Investigation | Transport<br>for NSW | Council                      |

## 4.3 'Life of Plan' Initiatives

The Plan has identified a total of nine 'Life of Plan' initiatives that will be investigated as opportunities arise over the next 20 years. In terms of responsibility for the 'Life of Plan'

initiatives, Transport for NSW will be the lead for one initiative, and Council will be the lead for eight initiatives.

| Initiative # | Initiative   | Responsibility    |                               |
|--------------|--|-------------------|-------------------------------|
|              |  | Lead              | Support                       |
| C9           | Ensure new residential precincts are designed to support walking and cycle-friendly neighbourhoods, as well as provide safe and efficient connections to the existing active transport network               | Council           | Transport for NSW             |
| S5           | Ensure posted speed limits across the regional city safely respond to potential risks in the road environment, are cognisant of place, and consider both activities and land use beyond the pavement         | Transport for NSW | Council                       |
| S6           | Prioritise pedestrian movements in areas of high pedestrian activity and/or areas with a concentration of vulnerable users like schools, medical facilities, parks and playing fields                        | Council           | Transport for NSW             |
| P5           | Collectively address existing barriers to first and last mile deliveries on the local road network   | Council           | Industry<br>Transport for NSW |
| P6           | Ensure that future planning and development provides strategically located, 'fit-for-purpose' loading facilities across Wagga Wagga to support the seamless transportation of goods from vehicle to property | Council           | Industry<br>Transport for NSW |
| P7           | Ensure key road and rail freight corridors are protected from incompatible land uses   | Council           | DPE<br>Transport for NSW      |
| P8           | Support additional opportunities that enable the seamless transition of freight between road and rail (and vice versa) within the Wagga Wagga Special Activation Precinct                                    | Council           | Transport for NSW             |
| P10          | Investigate opportunities for additional electric vehicle charging station locations across Wagga Wagga  | Council           | Industry<br>Transport for NSW |
| P11          | Consider the inclusion of on-site electric vehicle charging infrastructure for future development proposals  | Council           | DPE<br>Transport for NSW      |

# Appendix A: Wagga Wagga Urban Highway Study – Summary of Outcomes



# Wagga Wagga Urban Highway Study

## Summary of outcomes

Transport for NSW | September 2019



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# 1. Introduction

Community concerns have been raised in recent years around traffic volumes, safety and heavy vehicle use of the two major inland highways within Wagga Wagga – the Sturt and Olympic highways. The Wagga Wagga Urban Highway Study (“the study”) was carried out by Transport for NSW between 2015 and 2017 to investigate these concerns. Evidence from a range of sources was gathered to provide a clear picture of how the highways currently perform in Wagga Wagga and identify existing and potential future issues for detailed investigation.

Road safety, travel efficiency, freight accessibility, cyclist and pedestrian facilities, and intersection performance were analysed as part of the study. The feasibility of a heavy vehicle bypass of Wagga Wagga and the efficiency of the Gobbagombalin Bridge were also assessed.

Since the study’s completion in 2017, the NSW Government has released *Future Transport 2056*, its 40-year vision to guide the delivery of transport services and infrastructure. Future Transport committed to greater engagement with stakeholders and the need to consider broader impacts of all transport modes on places.

The Future Transport *Regional NSW Services and Infrastructure Plan* included an initiative to develop “Place Plans” or integrated transport and land use plans for key regional cities, with Wagga Wagga chosen to pilot the new approach. The Wagga Wagga Place Plan is being developed in partnership with Wagga Wagga City Council, a range of stakeholders from across the Transport cluster, other state agencies and the broader community. The plan will use the Movement and Place Framework (as identified in Future Transport) to manage the road network in a way that supports safe, efficient and reliable journeys for people and freight while enhancing the amenity of places.

A broad range of stakeholders, including local community, businesses, freight sector and tourists, will have the ability to contribute to:

- creating places for people to spend time
- improving local and regional transport links
- planning, design and management of movement corridors with a whole-of-government multi-modal road and corridor planning approach considering ‘last mile’ connectivity and freight access for industry.

Key inputs to the plan will be the Wagga Wagga Urban Highway Study, along with Council’s Integrated Transport Strategy. The findings and recommendations of each will be further explored in the Place Plan. A draft of the Wagga Wagga Place Plan is expected to be released for community comment later this year.

The Wagga Wagga Urban Highway Study includes key findings and recommendations on road safety challenges, traffic delays at key intersections, opportunities to improve traffic flow across and along the State highways especially during peak times, the need for a possible alternative freight route bypassing the main city centre, and improved heavy vehicle servicing, uncoupling and rest facilities in Wagga Wagga.

A number of these recommendations have been actioned, including:

- traffic signal phasing adjustments at key intersections on the Sturt Highway to improve traffic flow and pedestrian safety
- investigation work to develop options to improve traffic flow and road user safety at the Sturt Highway and Murray Street intersection
- planning work to improve traffic efficiency and road safety at the Travers Street and Old Narrandera Road intersections on the Olympic Highway
- planning for the widening of Marshalls Creek Bridge on the Sturt Highway.

As the authority responsible for managing the State road network, Transport works in partnership with local councils to ensure the broader road network is managed and planned effectively.

In 2017, Council published the *Wagga Wagga Integrated Transport Strategy and Implementation Plan 2040*. This document identifies numerous opportunities for Transport for NSW to work closely with Council to deliver some of the above key findings.

The Urban Highway Study's findings do not support duplicating the Gobbagombalin Bridge in the short to medium term. However, improvements at the intersections either side of the bridge will reduce delays and help provide a safe and reliable journey into Wagga Wagga from the north. Transport will work with Council to explore its proposal to reopen Gardiner Street in North Wagga Wagga. This collaborative effort may result in improved use of the existing road network and would encourage use of Wiradjuri Bridge as an alternate route to the central business district for the northern growth area of the city.

Similarly, the Urban Highway Study's findings show the number of heavy vehicles travelling through Wagga Wagga each day without stopping is not high enough at present to support the implementation of a heavy vehicle bypass. The study shows a majority of heavy vehicles enter the city to engage in some business, contributing to the local economy. Transport will continue to work with Council to plan for an alternative heavy vehicle route so that if or when the volumes increase and impact the level of service of the State road network, appropriate measures can be carried out.

Transport will also work with Council to establish options for better heavy vehicle servicing facilities in the city, both within the Bomen industrial area close to the Olympic Highway, and several other locations on the Sturt and Olympic highways. Transport will work with Council and developers to ensure access to and from any proposed site along the State road network is safe, does not impact the efficiency of the road network and is appropriate for the vehicle types using the facility. Transport will also ensure any rest areas outside the urban area complement facilities provided in town.

Transport will continue to work with Council to strategically plan for the future and engage with our community and key stakeholders to ensure the State road network meets the city's needs as it continues to grow.

## 2. Purpose of the study

The Wagga Wagga Urban Highway Study was carried out between 2015 and 2017 to analyse the safety and efficiency of the Sturt and Olympic highways as they pass through the Wagga Wagga city centre.

The study area is shown in Figure 1 below and includes:

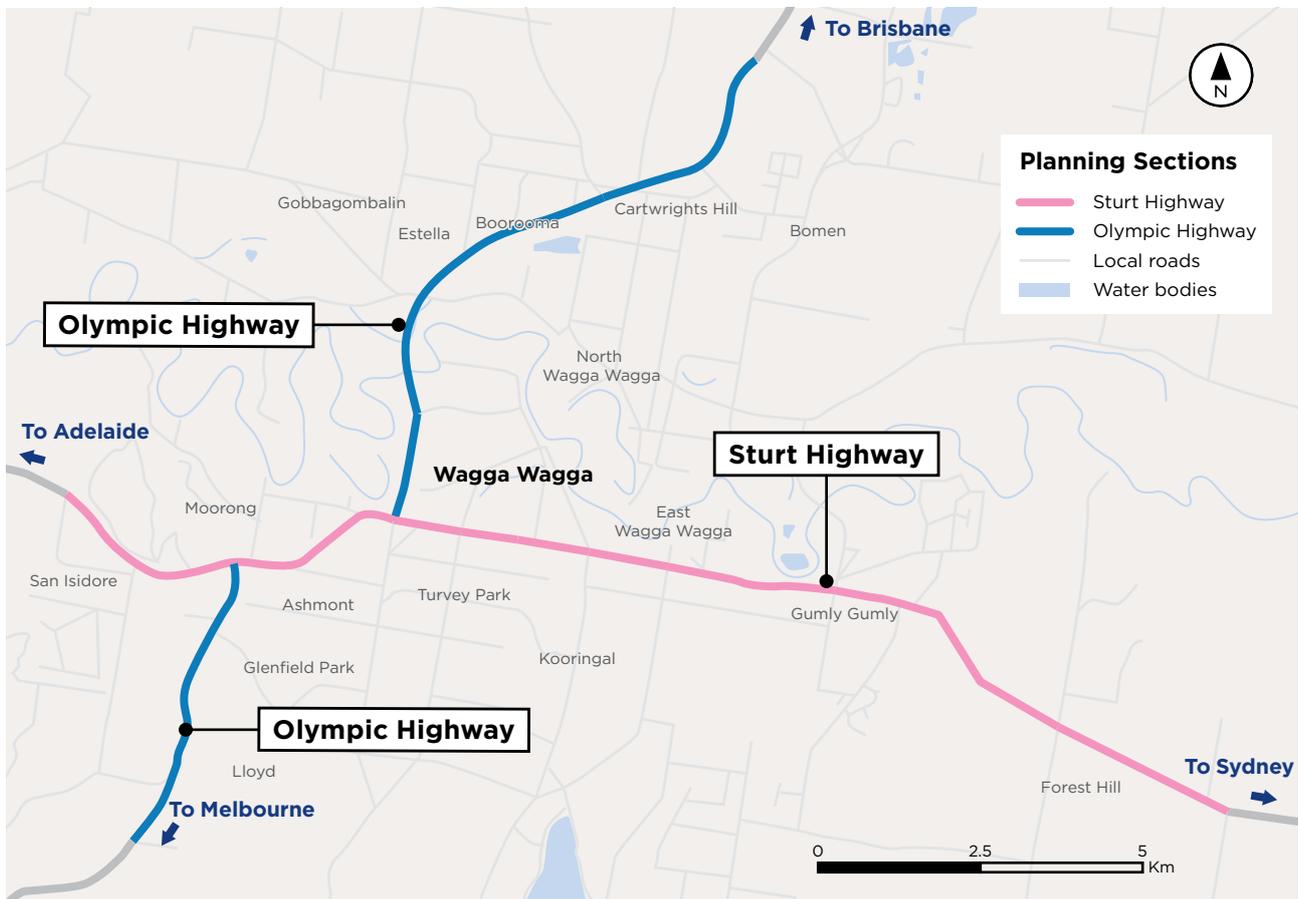
- Sturt Highway from O’Hehirs Road to Cummins Drive
- Olympic Highway from Dunns Road to Trahairs Road.

As the manager of the State road network, part of Transport’s role is to monitor and regularly assess the way the network is used by our customers and local communities. This helps future planning by understanding the network’s performance, identifying current and future challenges and determining what we can do to ensure the network continues to serve the community’s transport needs.

This study does not determine funding for projects. The study will be used to develop future planning priorities and investment opportunities, and help Transport work collaboratively with Council to ensure both the State and local road networks operate as efficiently as possible.

Following its completion in 2017, the work of the Wagga Wagga Urban Highway Study has been absorbed into a more in-depth analysis of the Wagga Wagga road network through the Wagga Wagga Place Plan. This plan is in development and being led by Transport for NSW.

**Figure 1. Wagga Wagga Urban Highway Study area**



## 3. Study objectives

The objectives of the Wagga Wagga Urban Highway Study were to analyse and identify:

- road safety challenges
- traffic delays at key locations, including:
  - Marshalls Creek Bridge
  - Gobbagombalin Bridge, including Travers Street and Old Narrandera Road intersections
- opportunities to improve traffic flow across and along the State highways especially during peak times

- need and viability of a possible alternative freight route bypassing the main city centre
- improved heavy vehicle servicing, uncoupling and rest facilities in Wagga Wagga.

The analysis to achieve these objectives and the outcomes of that analysis are covered in Section 5. This details the work that Transport has been doing since the study's completion in 2017 and absorption into Transport for NSW's larger Wagga Wagga Place Plan.

## 4. Wagga Wagga Integrated Transport Strategy 2040

In 2017, Council published the Wagga Wagga Integrated Transport Strategy and Implementation Plan, a comprehensive transport blueprint for the city to 2040.

The Integrated Transport Strategy and Implementation Plan and Wagga Wagga Urban Highway Study both identify that Wagga Wagga's population is growing and expected to reach around 80,000 people by 2036, an increase of around 20,000 people from the 2016 census data.

The Strategy and Implementation Plan focuses on six key areas to help plan for this population increase and maintain the community's expected levels of service for transport: integrated land use, parking, freight and logistics, road network, active travel and public transport.

**Figure 2. Wagga Wagga Integrated Transport Strategy 2040**



## 4. Wagga Wagga Integrated Transport Strategy 2040 continued

Council has taken an integrated approach in the strategy to address the topics raised during the consultation process and includes actions on:

- improving cycling infrastructure, corridors and networks
- prioritising people over motor vehicles in the core of the city
- investigating innovative public transport initiatives
- carrying out measures to increase the likelihood of the NSW Government duplicating the Gobbagombalin Bridge
- supporting development in the northern growth area through appropriate structure planning
- improving parking in the central business district and health precinct, and providing better pedestrian access
- preserving a corridor within Council strategies for a southern heavy vehicle bypass
- prioritising Bomen as an intermodal hub connected to the Inland Rail Network
- working with Transport to improve the Olympic Highway and Old Narrandera Road intersection.

There are clear opportunities for Transport to continue to work with Council to help achieve the shared vision for Wagga Wagga's transport services and broader road network, to meet the needs of the local community, businesses and industries, now and into the future.

These include improvements to the Olympic Highway intersections with Old Narrandera Road and Travers Street, as well as:

- improving cyclist and pedestrian facilities across the Sturt Highway
- making better use of the existing road network, particularly the route to Wiradjuri Bridge, to help manage access across the Murrumbidgee River
- widening Marshalls Creek Bridge on the Sturt Highway
- improving key intersections along the Sturt Highway to better manage traffic flow and reduce congestion, by improving operation of traffic signals
- investigating options to improve heavy vehicle services within the city, complemented by rest areas outside the urban area.

While Transport and council have differing views on the timing for a heavy vehicle bypass of the city and duplication of Gobbagombalin Bridge, Transport will continue to work collaboratively with Council to help achieve its planning goals for the local road network wherever possible and optimise the use of existing infrastructure. Transport will also engage with Council on the requirements to effectively manage and optimise the State road network and plan for its future needs.

# 5. Study assessments and outcomes

## 5.1 Stakeholder engagement

Wagga Wagga City Council, Committee 4 Wagga and freight industry groups were consulted as part of the development of the Wagga Wagga Urban Highway Study. Further consultation has been carried out as initiatives progressed, including consultation with the community on potential improvements to the Olympic Highway intersections with Travers Street and Old Narrandera Road in June 2019. Transport will continue to work closely with Council and stakeholders on the key findings and recommendations of the Urban Highway Study to ensure the best possible outcomes for the Wagga Wagga community in the current and future management of the Sturt and Olympic highways, and the broader road network.

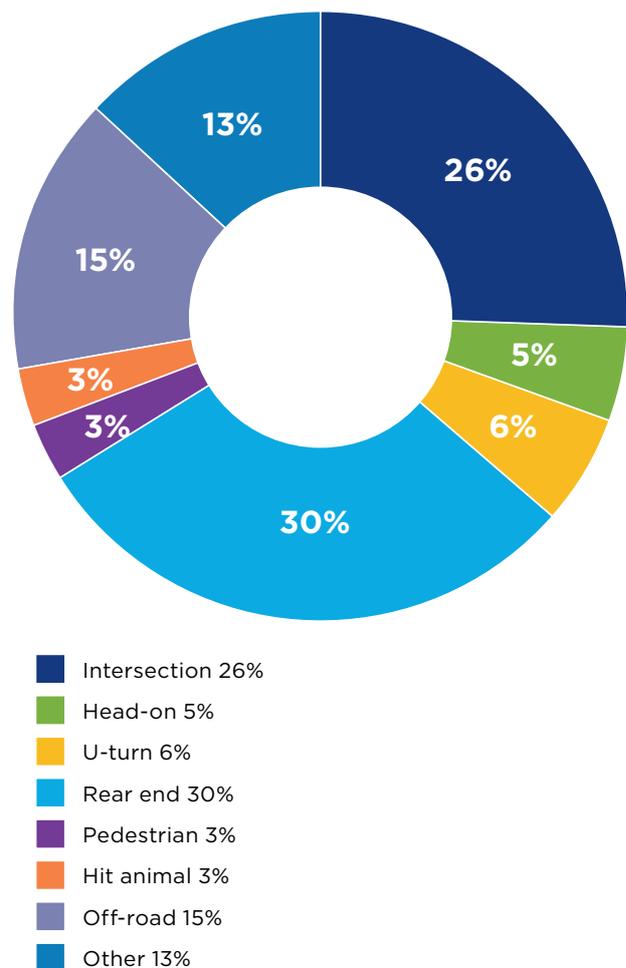
## 5.2 Road safety

Crash data was analysed for the Sturt Highway and Olympic Highway within the study area to identify key road safety issues, trends and hot-spots. The original crash data from 2010 to 2014 has been updated to 2013 to 2017 data for this summary. Between 2013 and 2017, there was a total of 105 casualty crashes including 36 serious injury crashes (no fatal crashes were recorded in this period). This is a reduction from the 2010 to 2014 period when four fatal crashes were recorded within the study area.

The majority of crashes happened in the built-up area of Wagga Wagga, particularly around the Wagga Wagga Base Hospital and industrial areas at east and west Wagga Wagga and Bomen.

Rear end crashes were the most common type, followed by intersection crashes. Many of these crashes related to accessing properties and side streets, particularly on the Sturt Highway between Best Street and Pearson Street.

Figure 3. Crash types on the Sturt and Olympic highways in the Wagga Wagga urban area (2013–2017)



## 5. Study assessments and outcomes continued

Following this assessment, Transport started investigating potential safety improvements at a number of sites including at the intersection of the Sturt Highway and Murray Street.

A traffic movement study was conducted to determine how motorists, cyclists and pedestrians used the area. This work involved setting up a static camera at the intersection to record vehicle and pedestrian movements over a three-week period. The footage revealed poor driver behaviour and difficulty making right turns from all directions at the intersection.

A community survey was carried out from September to October 2018 to better understand concerns at the intersection. The major concerns noted were road safety and poor sight distance for motorists. However the community also expressed concern that intersection changes could potentially create new problems including:

- restricting access for residents, businesses, emergency vehicles, heavy vehicles and at the hospital
- reducing parking
- increasing congestion
- moving the problem to another local street.

Transport is now investigating possible safety and efficiency solutions at the intersection and across the road network around the hospital. This includes consulting with the hospital redevelopment to inform decision-making. Once a potential solution has been developed, Transport will consult with Council and the community to seek feedback before starting the work. This collaborative effort aims to find a solution that not only enhances the State road network in Wagga Wagga, but also improves the broader road network for the whole community.

### 5.3 Traffic

#### 5.3.1 Traffic volumes

The study reported traffic flows on the Sturt Highway ranged from around 18,000 vehicles a day in the east, to just under 14,000 west of Docker Street. Traffic volumes were at their highest between 8 and 9am and between 4 and 6pm. On the Olympic Highway, 2018 counts showed the volume of traffic on the Gobbagombalin Bridge reached around 20,000 vehicles per day with similar morning and afternoon peak periods to the Sturt Highway.

#### 5.3.2 Traffic efficiency

Traffic volumes in the Wagga Wagga urban area are four to five times the volumes on the highways outside of the city, indicating that most of the traffic in Wagga Wagga is generated by local residents and businesses.

The study assessed the existing and future performance of intersections and found a number experience delays around peak times, which impacts traffic flows across and along the highways in the city centre.

These include intersections along the Sturt Highway, such as at Lake Albert Road and Tarcutta Street, Best Street and Docker Street, and along the Olympic Highway at Travers Street and Old Narrandera Road. The study recommended investigating infrastructure improvements and altering the timing of traffic signals to reduce delays and better manage traffic flows.

Since the study's completion, Transport has reprogrammed four traffic signals along the Sturt Highway at Lake Albert Road, Baylis Street, Edmondson and Best Street, and Docker Street with the intention to improve traffic efficiency during peak periods.

**Figure 4. Mobility scooter crossing the Sturt Highway near Emblen Street**



### **5.3.3 Origin-Destination survey**

An Origin-Destination (O-D) survey was carried out as part of the study to measure how much of the traffic (both light and heavy vehicles) entering Wagga Wagga via the Sturt and Olympic highways was through traffic, and how much had Wagga Wagga as a destination. This survey was carried out by recording number plates and times at entry/exit points to the city and comparing them to determine the time taken to travel through the area.

Key findings of the O-D survey included:

- less than 10 per cent of traffic analysed was through traffic (traffic that travels through Wagga Wagga without a break in the journey of one hour or more). More than 90 per cent of trips had their origin or destination in Wagga Wagga, or spent a significant amount of time (more than an hour) in the urban area before continuing their journey

- traffic volumes on both highways in the urban area are four to five times higher than those outside of the city, indicating that most of the traffic in Wagga Wagga comes from the city itself
- the number of heavy vehicles inside the urban area is up to double those outside the city. This indicates that many of the heavy vehicles operating within the city are servicing the businesses and industrial areas of Wagga Wagga, and not simply travelling through.

The O-D survey findings are consistent with the outcomes of consultation with the heavy vehicle industry which identified most heavy vehicle drivers carry out business in Wagga Wagga. This can be a simple rest stop, driver changeover, delivery and/or pickup of goods, or to transport goods from one location to another within the urban area. Figure 5 shows the location of the industrial areas of Wagga Wagga, clearly showing a strong presence along the Sturt Highway.

## 5. Study assessments and outcomes continued

Both the Wagga Wagga Urban Highway Study and the Wagga Wagga Integrated Transport Strategy identify the need for improving heavy vehicle facilities in and around Wagga Wagga to accommodate the number of heavy vehicles that stop inside the city, with the Integrated Transport Strategy proposing the development of a significant freight interchange facility.

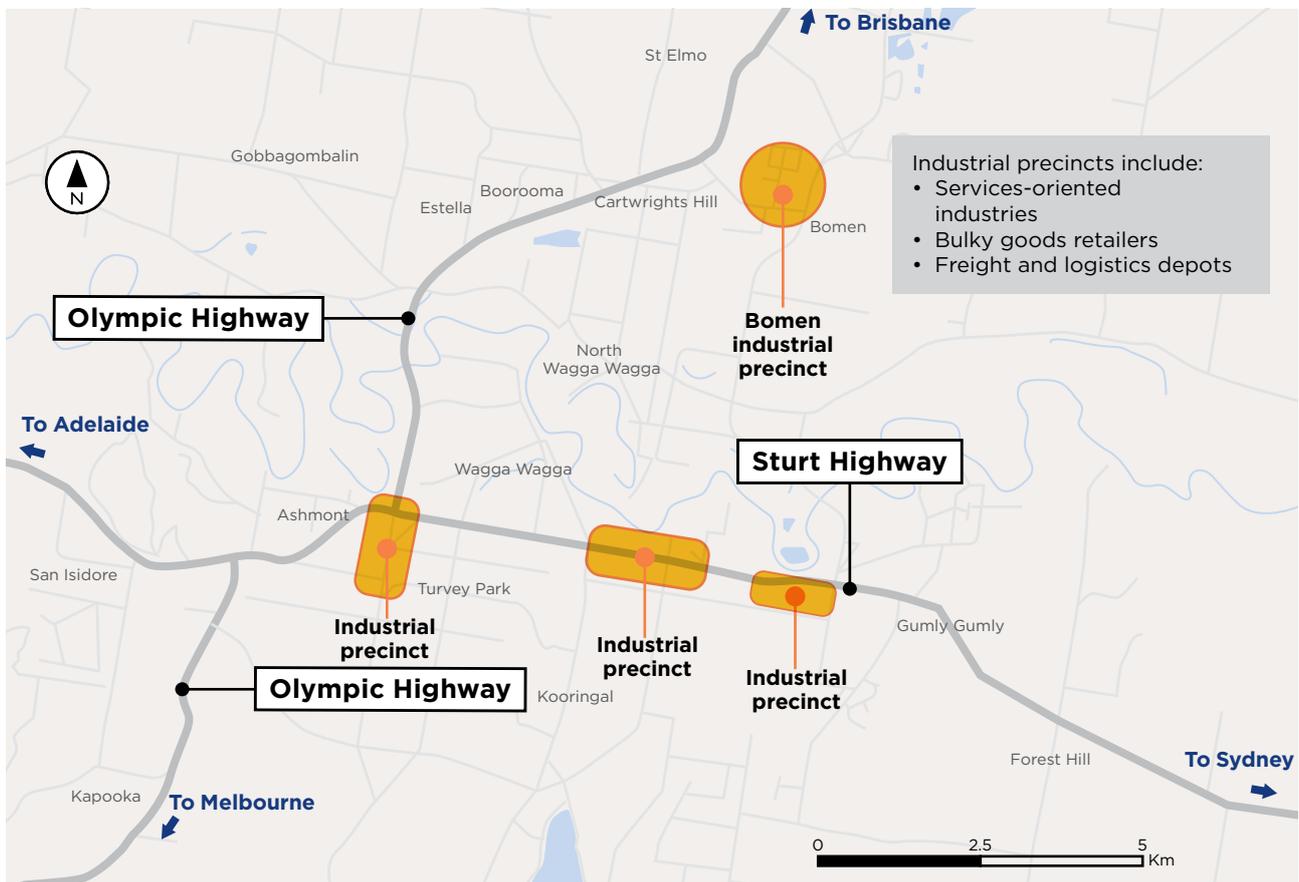
Transport will continue to work closely with Council and developers to investigate suitable locations for a facility of this kind, as well as other facilities, such as rest areas along both highways. Transport will also work with Council to ensure access to and from any proposed sites is safe and does not impact the road network's efficiency.

### 5.4 Active transport

The Urban Highway Study and Integrated Transport Strategy both identified the need for improved active transport facilities in Wagga Wagga to encourage cycling and walking as transport modes in the city.

The existing Wagga Wagga bicycle network offers off-road bicycle tracks providing limited connections to destinations and some on-road bicycle lanes. Feedback provided during the development of the Wagga Wagga Integrated Transport Strategy suggested the community sees the Sturt Highway as a barrier to safe and efficient cycling and pedestrian movements.

Figure 5. Heavy vehicle freight destinations in Wagga Wagga



The Wagga Wagga Urban Highway Study also found the Sturt Highway has a lack of appropriate pedestrian and cyclist facilities. Although the crash statistics for the study period only show two crashes involving pedestrians, maintaining safety for these vulnerable road users will continue to be a challenge. There are significant opportunities to work with Council to improve the city's cycling and walking networks to provide people with a healthy and viable transport alternative.

An \$11.7 million active travel package was also announced by the NSW Government in early 2018 to improve cyclist and pedestrian infrastructure throughout the city. The funding will enable Council to develop and implement 45 kilometres of cycling paths across the city by 2020 as an attractive and safe mode of travel for a wide range of trip types and users in Wagga Wagga.

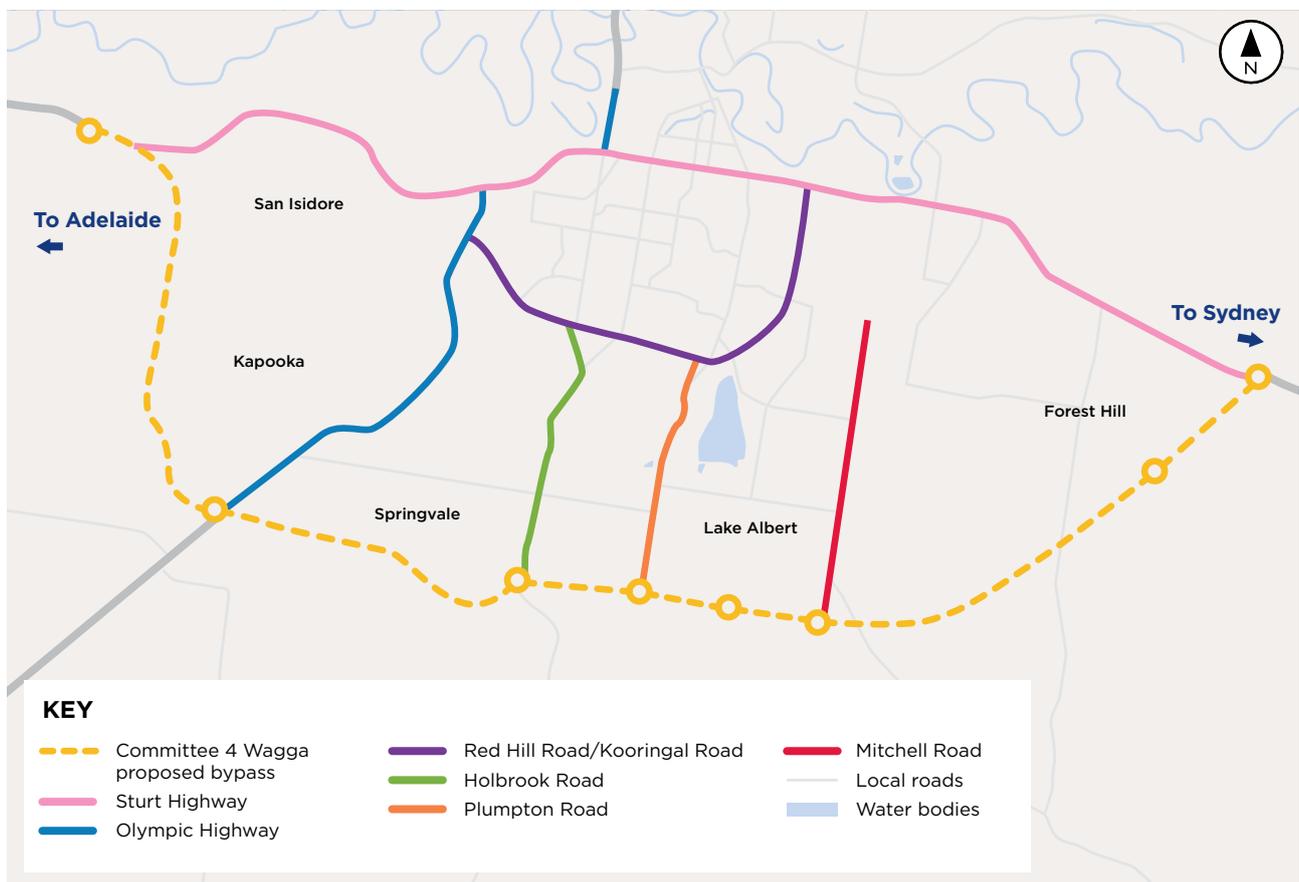
## 5.5 Heavy vehicle alternate route

Following the work completed by Council and Committee 4 Wagga, and calls from the community, one of the study's key objectives was to assess the feasibility of a heavy vehicle alternate route, or bypass, and its ability to reduce heavy vehicle trips along the Sturt Highway through the city.

The assessment used the existing Sturt Highway through the city as the base case and the east-west bypass route proposed by Committee 4 Wagga (C4W) as the comparison route.

**It should be noted that use of the route proposed by C4W as part of the assessment is not an endorsement of this route or any other proposed route by the NSW Government. It is simply an indicative point of comparison for assessment purposes.**

**Figure 6. Heavy vehicle alternate route as proposed by Committee 4 Wagga**



## 5. Study assessments and outcomes continued

The proposed route starts east of Forest Hill, crosses a number of intersections and re-joins the Sturt Highway near Churches Plain Road.

The bypass assessment considered the estimated number of heavy and light vehicles (based on O-D survey results) that would use the bypass as well as the calculated time to travel along the bypass compared to the existing highway route. The assessment also assumed a 100 km/h speed limit, and considered impacts of intersection types along the route and the route length.

Based on the assessment, the study concluded the number of vehicles that would use the alternative route would be low and does not support development at the moment. The majority of heavy vehicles currently entering the city have Wagga Wagga as a destination for either business or rest purposes, and this is expected to continue into the future as Wagga Wagga is growing steadily.

A review of several corridors across the state with similar light and heavy vehicle volumes, including the Great Western Highway through Bathurst, the Oxley Highway through Tamworth and the Kings Highway through Queanbeyan, indicates a reasonably consistent level of infrastructure provision to Wagga Wagga, including two lanes in each direction and either traffic signals or roundabouts at key intersections.

Transport acknowledges the alternative route is clearly identified in the Integrated Transport Strategy and will continue to work with Council to preserve a corridor as part of Council's Local Environmental Plan. This will provide an opportunity for future improvements if the level of service on the Sturt Highway drops and/or heavy vehicle numbers increase above the predicted volumes as Transport can respond with a comprehensive plan for the entire Wagga Wagga road network developed in collaboration with Council.

**Figure 7. Gobbagombalin Bridge approach from the northern growth area of the city during a busy morning peak period**



## 5.6 Gobbagombalin Bridge, Old Narrandera Road and Travers Street

Gobbagombalin Bridge provides an essential crossing of the Murrumbidgee River, linking the high growth areas of Booroma, Estella and Gobbagombalin in the north of the city to the central business district. While Council has identified the need for duplicating Gobbagombalin Bridge in the Integrated Transport Strategy, the Urban Highway Study indicated that with appropriate traffic management, the capacity of the bridge is sufficient in the short to medium term.

The study identified the Olympic Highway intersections on either side of Gobbagombalin Bridge at Old Narrandera Road and Travers Street as having safety and efficiency issues that can benefit from local and State road network solutions. Congestion at both these intersections is predicted to increase in the near future, especially during peak periods, due to residential growth to the north of the city.

These intersections were also identified in the Wagga Wagga Integrated Transport Strategy, with Council outlining the need to collaborate with Transport to find appropriate congestion solutions. Transport will continue to work with Council to investigate solutions to ease congestion at these intersections. In particular, Transport will investigate the option of opening up Gardiner Street to provide another crossing point of the Olympic Highway to access the local road network.

This proposal outlined by Council in the Integrated Transport Strategy projected that congestion may be eased at the Old Narrandera Road intersection, as well as improve traffic flows on Gobbagombalin Bridge, by providing alternative access to the Wagga Wagga central business district via the Wiradjuri Bridge crossing.

The Urban Highway Study acknowledged Wiradjuri Bridge is underused in the Wagga Wagga road network. Easier access to this crossing via the opening of Gardiner Street may provide an immediate, viable, low-cost alternative for commuters and service vehicles in the northern growth areas of the city.

Transport will collaborate with Council to investigate this option as a possibility for better managing safety and efficiency issues at both the Old Narrandera Road and Travers Street intersections, while making best use of the existing road network and prolonging the capacity of Gobbagombalin Bridge.

In August 2018, the Premier and the then-Minister for Roads, Maritime and Freight announced a \$30 million investment in the Wagga Wagga electorate to fund two projects to improve traffic flow:

- road and intersection upgrades on the Olympic Highway either side of the Gobbagombalin Bridge to ease congestion and improve safety
- widening the Sturt Highway to four lanes over Marshalls Creek in Wagga Wagga (discussed in Section 5.6 below).

Transport is investigating road and intersection upgrades at the Olympic Highway intersections with Old Narrandera Road and Travers Street to:

- improve safety, access and traffic efficiency at each intersection, with a knock-on effect of improved traffic flow across Gobbagombalin Bridge
- improve travel time and reduce delays on this section of Olympic Highway
- reduce the frequency and severity of crashes on this section of Olympic Highway.

While duplication of Gobbagombalin Bridge is not being considered as part of this work, the proposed intersection upgrades will improve safety, access and traffic efficiency for this increasingly busy area.

## 5. Study assessments and outcomes continued

In June 2019, Transport called for community feedback on a proposal to improve the Olympic Highway intersections at Old Narrandera Road and Travers Street. Around 390 comments were received, which are now being reviewed and collated into a community consultation report. It is anticipated the document will be publicly available in late 2019, with concept designs expected to be finalised later this year.

A significant number of comments focused on intersection concerns, general traffic efficiency and road safety matters. A small number of comments referred to the reopening of Gardiner Street, in line with Council's proposal in the Integrated Transport Study and demonstrating the need to investigate this option with Council.

Transport will continue to work with Council and the community in finalising the preferred road safety and traffic efficiency solutions at the Travers Street and Old Narrandera Road intersections.

### 5.7 Marshalls Creek Bridge

Both the Urban Highway Study and Integrated Transport Strategy identified the two-lane Marshalls Creek Bridge on the Sturt Highway as a congestion pain point. The community has also raised concerns about the bridge.

Following the NSW Premier and the then-Minister for Roads, Maritime and Freight's announcement of a \$30 million investment in the Wagga Wagga electorate in August 2018, Transport has started investigations to widen the Sturt Highway from two to four lanes over Marshalls Creek.

Geotechnical and survey work has been completed, and work on concept designs is continuing. Transport has also started consulting with Council and key stakeholders around Marshalls Creek, and will engage with the broader community as design work progresses.

Construction is expected to start in 2021 and take up to 18 months to complete.

**Figure 8. Planning work has started on widening the Sturt Highway at Marshalls Creek Bridge**



## 6. Next steps

The Wagga Wagga Urban Highway Study has contributed to a range of positive outcomes for the Wagga Wagga community in the form of:

- \$30 million funding package from the NSW Government to improve traffic flow on the Sturt Highway by widening Marshalls Creek Bridge and on the Olympic Highway by carrying out road and intersection improvements either side of Gobbagombalin Bridge
- traffic light phasing reprogramming to improve traffic flow and pedestrian safety at key intersections
- \$11.7 million active transport package from the NSW Government for improved cycling and pedestrian facilities
- investigation work at the Murray Street intersection on the Sturt Highway to improve driver behaviour and increase safety.

The Urban Highway Study also aligns with the Wagga Wagga Integrated Transport Survey and Implementation Plan 2040 on the above road safety and efficiency outcomes and provides numerous opportunities for Transport to continue to work in partnership

with Council. Two such opportunities are the reopening of Gardiner Street to provide easier access for the northern growth area to the local road network and a secondary access route to the Wagga Wagga central business district via Wiradjuri Bridge, as well as improving heavy vehicle rest and service facilities.

Transport will continue to monitor the performance of both State highways within the Wagga Wagga urban area to ensure their efficient operation and management now and into the future. Collaboration with Council is key to addressing current road network issues efficiently and effectively, planning appropriately for the future and to increase the knowledge base, expertise and creativity required to develop innovative solutions for the future of the broader Wagga Wagga road network. The Transport Cluster will also work collaboratively with Council and other stakeholders in finalising the Wagga Wagga Place Plan this year. The issues raised in this summary report will be included as part of the Place Plan to guide integrated transport and land use planning for Wagga Wagga for the next 20 years.

**Figure 9. Traffic signals along the Sturt Highway at Lake Albert Road have been reprogrammed to improve traffic efficiency**



## Wagga Wagga Transport Plan

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