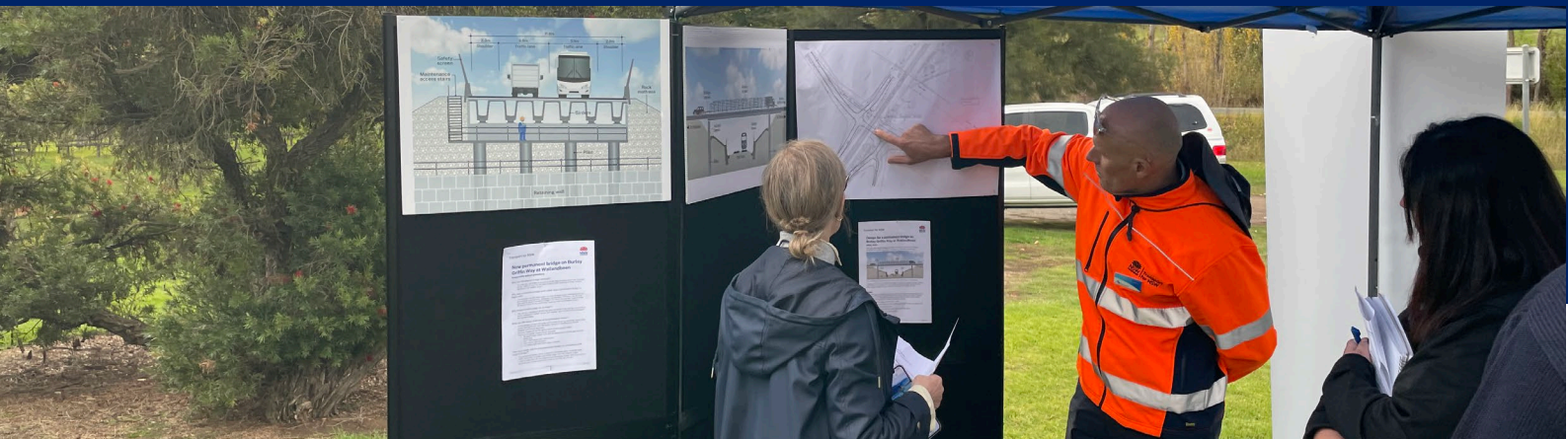


Wallendbeen Bridge feedback summary report

August 2022

transport.nsw.gov.au



Overview

In March 2021, the Burley Griffin Way road over rail bridge at Wallendbeen was removed due to damage as a result of a wet weather event. With a permanent solution involving a longer timeframe, a single-lane temporary bridge was installed over the rail line and opened in October 2021. This temporary bridge ensured a Burley Griffin Way transport link was in place at Wallendbeen as quickly as possible to limit a 40-minute detour.

Transport for NSW has shared the design for the new permanent road over rail bridge on Burley Griffin Way at Wallendbeen. The new permanent bridge will provide a stronger and wider bridge to meet the needs of the local community and freight network.

During community consultation, Transport heard a key priority for residents was a dedicated pedestrian path across the rail line. Following this feedback, Transport is progressing with the permanent bridge's current design and is continuing to investigate options to provide improved pathways over the rail line to help create a more connected village for all transport customers.

These options include:

- attaching a dedicated pedestrian and cyclist bridge to the new permanent bridge
- using the existing abutments of the temporary bridge for a dedicated pedestrian and cyclist bridge.

To allow construction of the permanent bridge to progress, we've adapted the bridge design to allow a dedicated pedestrian and cyclist crossing to be added at a later date if there is community support and funding available.

Meanwhile, we are investigating safe active transport options on our roads as a priority to ensure safe crossings, with focus on pedestrian and cyclist safety in a low-speed environment.

Community consultation

In April 2022, Transport called for community feedback on the design of the permanent road over rail crossing.

Transport staff met with interested community members at a drop-in information session between 3pm and 5pm on Thursday 5 May at Mackay Park Rest Area, Wallendbeen.

Wallendbeen road over rail bridge was removed in

March 2021 due to damage as a result of a wet

weather event.

The community was informed of this drop-in session via a media release, notification letter delivered to all Wallendbeen residences, social media post and project webpage.

The social media post ran from Friday 29 April to Thursday 5 May and was targeted to localities within a 25-kilometre radius of Wallendbeen, including Cootamundra, Stockinbingal and Harden. The post was viewed by 10,667 users with 474 clicks linking users to the project website.

A total of 70 comments were published on the social post. While these comments were not counted as formal submissions, their sentiment was considered.

The project website had 678 unique page views between Friday 29 April and Friday 20 May.

Consultation feedback

The community was invited to give feedback on the design of the new permanent bridge in person at the drop-in session, by calling the project manager or emailing details to southprojects@transport.nsw.gov.au.

Fourteen pieces of feedback were received during the consultation period, from Monday 2 May to Friday 20 May.

A total of nine stakeholders, including community members and Cootamundra-Gundagai Regional Council representatives, attended the drop-in session.

Following the session, the Wallendbeen Community Association hosted a meeting where Transport staff were available to answer questions and listen to feedback. About 20 Wallendbeen Community Association members attended the meeting.

The association's primary feedback was that no proper consultation had been carried out prior to the final design. The association requested safe pedestrian and cyclist access be included in the bridge design to further enhance the community's gateways, in line with the Wallendbeen Master Plan.

At the drop-in session, community members pointed to the Wallendbeen Master Plan, which lists the Burley Griffin Way rail overpass as one of the village's entrances. This plan was used to further support the need for safe pedestrian access to be included in the design of the permanent bridge.

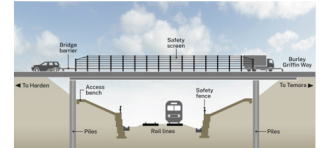
Transport for NSW



Design for a permanent bridge on Burley Griffin Way at Wallendbeen

APRIL 2022

The new permanent bridge will improve travel times and provide a stronger and wider two-lane crossing for transport customers.



Pictured: Design of the permanent bridge on Burley Griffin Way at Wallendbeen.

Transport for NSW has completed the design for the new rail overpass bridge on Burley Griffin Way at Wallendbeen. The new permanent bridge will provide a stronger and wider bridge to meet the needs of the local community and freight network.

Design

The new bridge will be wider than both the original and temporary bridge and has been designed to Australian Bridge Standards to carry heavy vehicles including B-double and larger trucks. It has been designed to better withstand similar severe weather conditions that damaged the original rail overpass last year.

The concrete girder bridge's key features include:

- 30-metre-long bridge deck with an additional six-metre approach at either end
- Two 3.9-metre-wide traffic lanes
- Two-metre-wide shoulders on either side of the traffic lanes
- 3.4-metre-high wire mesh safety screens

The two-metre-wide shoulders on the permanent bridge will provide room for pedestrians and cyclists, however, the rail underpass between Lackey Street and Silo Road will remain the safest active transport access across the rail line.

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A total of nine stakeholders, including community members and Cootamundra-Gundagai Regional Council representatives, attended the drop-in session.

A Cootamundra-Gundagai Regional Council representative was present at the meeting and confirmed support for Wallendbeen Community Association's request for pedestrian access in the new permanent bridge design.

The social media post portrayed similar themes with pedestrian access, the bridge's weight rating and time it has taken to rebuild the new bridge common topics.

Four emails were received via the SouthProjects inbox, while one phone call was received by the project manager. A formal submission was also received from Cootamundra-Gundagai Regional Council.

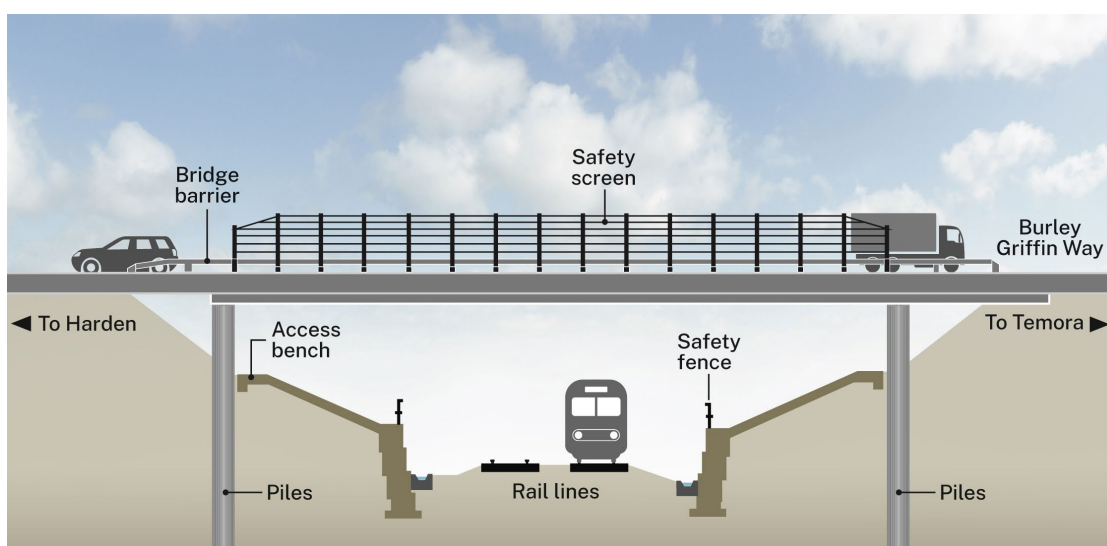
Feedback is detailed below:

Feedback tool	Comments	Transport response
Email	<ul style="list-style-type: none"> What is the weight limit of the bridge? Will the new realignment cater for semi-trailers and B-doubles? 	The new bridge will be wider than both the original and temporary bridge and has been designed to Australian Bridge Standards to carry heavy vehicles including B-doubles and larger trucks.
Email	<ul style="list-style-type: none"> Inquiring about pedestrian and cyclist access over the bridge. 	Following feedback from the community, Transport is investigating possible options to improve pedestrian and cyclist connectivity. The bridge will provide safe shoulders for cyclists.
Email	<ul style="list-style-type: none"> Property owner on Silo Road wanted to know if access at the intersection would be improved. 	The intersection of Burley Griffin Road and Silo Road will be realigned further south and will accommodate 26-metre B-doubles.
Email/ Drop-in session	<ul style="list-style-type: none"> Will damage to local roads in the village be fixed? John Holland is responsible for the drainage issues at the rail underpass not council. There's no pedestrian access on the George Street bridge and the underpass floods during wet weather. Potential to use the location of the temporary bridge for a pedestrian crossing. 	<p>Transport has been in consultation with Cootamundra-Gundagai Regional Council on the scope of road repairs. These repairs will be carried out over the coming months, weather conditions and resourcing permitting.</p> <p>We will continue to liaise with Council to unblock the drain within the underpass so pedestrian access can be maintained at all times.</p>

		Transport is investigating all possibilities for pedestrian and cyclist connectivity.
Drop-in session	<ul style="list-style-type: none"> • Bridge needs pedestrian access. There is a new bridge in Canberra that would be ideal to replicate. 	The current bridge does not include pedestrian access, yet alternate options are being considered based on feedback we have received.
Drop-in session	<ul style="list-style-type: none"> • Pedestrian access is not an issue. Happy with the design of the realignment. 	Thank you. Your feedback has been noted.
Drop-in session	<ul style="list-style-type: none"> • No separation for pedestrians on new bridge design. • Can the centre line be moved so a barrier can be installed to stop pedestrians, cyclists and horses from being killed? • Can the temporary bridge be retained for pedestrians? • Specific enquiry relating to support workers accessing a client during construction. 	<p>Following feedback from the community, Transport is investigating possible options to improve pedestrian and cyclist connectivity.</p> <p>The two-metre shoulders on either side of the traffic lanes are designed for oversized vehicles travelling on the bridge. Moving the centre line would mean the bridge would no longer meet Australian Bridge Standards. Transport is investigating further options for safe access for pedestrian and cyclist access over the railway crossing.</p> <p>The permanent bridge will be built 20 metres west of the current location of the temporary bridge which will result in minimal traffic impacts. Access on roads will be maintained at all times during the realignment work.</p>
Drop-in session	<ul style="list-style-type: none"> • Lives near bridge and will be absolutely 'magic' when it's finished. 	Thank you. Your feedback has been noted.
Drop-in session	<ul style="list-style-type: none"> • Vision is terrible with the temporary bridge. • Will the new intersection accommodate 19-metre semis and B-doubles? Will there be concrete medians? • All looks pretty good. It's a big job. 	<p>Transport has investigated sight distance and vision issues on the temporary bridge and has found the bridge complies with current Australian Bridge Standards. We will continue to monitor operation of the bridge.</p> <p>The new bridge will be wider than both the original and temporary</p>

		<p>bridge and has been designed to Australian Bridge Standards to carry heavy vehicles including B-doubles and larger trucks.</p> <p>The permanent bridge will include painted medians.</p>
Drop-in session	<ul style="list-style-type: none"> • Will there be impacts to traffic during construction of the permanent bridge? • Happy with the design. 	<p>During construction, the temporary bridge will remain open, resulting in minimal traffic impacts.</p>
Drop-in session/email	<ul style="list-style-type: none"> • The new bridge should have separate pedestrian and cyclist access. • Uncomfortable with the haste of the project. • Millions have been spent on the temporary bridge, problem is no one asked us. • Why build a bridge with partial capability? • You will get tired B-double drivers go over the centre line and we'll have pedestrians going over. • I don't want to see a lost opportunity. It's disappointing Transport has not seen the master plan. • We should be building for the future. • There was an error made in not consulting with the community earlier but, as the bridge has not been built, it is not too late to fix the error by providing for all existing and required modes of transport. 	<p>Following feedback from the community, Transport is investigating possible options to improve pedestrian and cyclist connectivity. The bridge will provide safe shoulders for cyclists.</p> <p>The temporary bridge was installed to open the route up as quickly as possible following removal of the old crossing.</p> <p>The new bridge will be wider than both the original and temporary bridge and has been designed to Australian Bridge Standards to carry heavy vehicles including B-doubles and larger trucks.</p> <p>Transport is committed to working with the community and is currently investigating all feedback and opportunities.</p>
Meeting following drop-in session	<ul style="list-style-type: none"> • Discussions around Silo Road access and B-double accessibility. 	<p>Silo Road is rated for B-double access.</p> <p>The new permanent bridge project will include realigning the Silo Road, South Jindalee Road and Morrisons Hill Road intersections. The new intersections will be able to accommodate heavy vehicles including B-doubles.</p>
Phone	<ul style="list-style-type: none"> • The current bridge design does not include pedestrian access. 	<p>Feedback on pedestrian access has been noted.</p>

	<ul style="list-style-type: none"> • Will the turn out of Cemetery Lane in the draft design be safer than the current road layout? • Specific enquiry relating to property impacts. 	The intersection has been designed to the latest Australian Standards and best practice and will improve sight distances and turning paths.
Email	<ul style="list-style-type: none"> • Council letter of support: Key points: • The Wallendbeen community's proposal to include pedestrian and cycle access is supported by elected representatives from Cootamundra-Gundagai Regional Council in the interest of future community connectivity and safety. 	Feedback has been noted. Following feedback from the community, Transport is investigating possible options to improve pedestrian and cyclist connectivity. The bridge will provide safe shoulders for cyclists.



Pictured: Current design of the permanent bridge on Burley Griffin Way at Wallendbeen.

Themes

The key theme from the feedback period was lack of pedestrian and cyclist access in the permanent bridge design.

The sentiment from the Wallendbeen Progress Association was that the community should have been consulted on the bridge's design earlier. They believe incorporating pedestrian and cyclist access on the permanent bridge will provide much-needed safety improvements. Access will also benefit the community in the future as it hopes to bring more tourists to the village, with a focus on the area's cycling events which include Wallendbeen as a racing destination.

The new permanent bridge design includes a two-metre shoulder on both sides of the bridge, allowing space for cyclist access.

Safety issues were also flagged when it came to discussing the new realignment and the cross-intersections for North Jindalee Road, Morrisons Hill Road and Silo Road. The community was generally positive that the intersection designs would cater for heavy vehicle turning paths and improved sight distances.

The key theme from the feedback period was lack of pedestrian and cyclist access in the permanent bridge design.

Next steps

Transport thanks all community members and stakeholders who participated in the feedback period.

Transport has listened to the community's feedback and is investigating options to provide safe pedestrian and cyclist access over the railway line.

These options include:

- attaching a dedicated pedestrian and cyclist bridge to the new permanent bridge. This option includes building new pathways that will provide safe access on either end of the bridge.
- using the existing location of the temporary bridge for a dedicated pedestrian and cyclist bridge.

The design of the permanent bridge has been adapted to allow the possibility of adding a dedicated pedestrian and cyclist path in future, as support and funding allows.

The abutments of the temporary bridge will stay in place until Transport confirms they will not be needed in future.

Meanwhile, Transport is investigating safe active transport options on our roads as a priority to ensure safe movements, with focus on pedestrian and cyclist safety in a low-speed environment. Conversations are currently under way between Transport and Council to ensure any pedestrian link over the rail line would fit into a future holistic movement and place plan.

Transport will continue to work with council and the community to explore funding opportunities to improve connectivity in the village.

In the meantime, work is progressing on the current permanent bridge design. More information will be shared with the community when timelines are confirmed.

Transport will continue to keep the community updated as the project progresses and will provide further information as soon as it is available. It is anticipated work on the new bridge will start in late 2022, with construction estimated to take about a year to complete, weather permitting.

Growth in
size and
population



678

Unique pages views on the
project website

Wallendbeen
Progress
Association



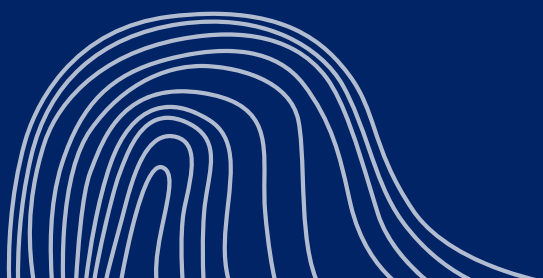
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Members attended a face-
to-face catch-up following
the information session

Key theme
from
consultation



Pedestrian and cyclist
access across the bridge



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