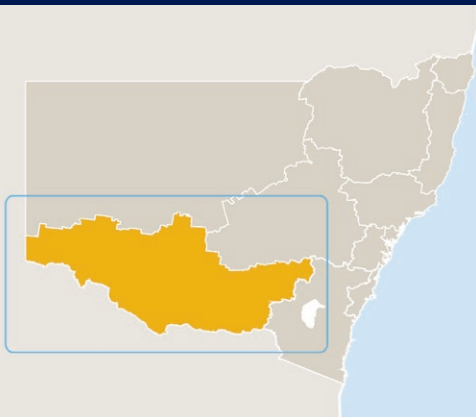


# MURRAY-MURRUMBIDGEE

## Regional Transport Plan

December 2013



The new state  
of business



**Murray-Murrumbidgee Regional Transport Plan**

December 2013

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**Transport for NSW**

18 Lee Street, Chippendale NSW 2008.

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Transport  
**MASTER  
PLAN**



**Regional  
Transport  
Plan**

## MINISTERS' MESSAGE

When we came to government, one of our first priorities was to develop a clear direction for transport in NSW over the next 20 years.

The *NSW Long Term Transport Master Plan* was released in December 2012 to provide a comprehensive blueprint for the future, complete with more than 220 short, medium and long term actions.



To support the Master Plan, we recognise that the state's 14 key regional centres have more specific local transport needs and priorities which should be considered and planned for.

The *Murray-Murrumbidgee Regional Transport Plan* outlines specific actions to address the unique challenges of the area and includes the things you told us were important to you during consultation in 2012.

The plan looks at the changing demographics in the Murray-Murrumbidgee region, taking into account not only a growing, but an ageing population and the increasing need for better links between towns within the region.

The plan includes completion of the duplication of the Hume Highway, as well as upgrades to the Newell Highway. Ways to improve rail services to Griffith and regional centres as well as to Sydney, Canberra and Melbourne will also be examined.

In the longer term, the Murray-Murrumbidgee region will benefit from upgrades to major roads. We will also work with the local community, councils and bus operators to continue to enhance the public transport system in the region to meet the needs of residents and businesses.

Thank you to the community who took the time to contribute to this planning process. We look forward to working with you as we continue to improve and develop our state's transport system.

**Gladys Berejiklian**  
Minister for Transport

**Duncan Gay**  
Minister for Roads and Ports



## YOUR REGION

The Murray-Murrumbidgee region is located in the south west of NSW. It shares a border with the Western, Central West and Southern regions of NSW, as well as state borders with both Victoria and South Australia.

Travel to, from and within the region is served by north-south transport connections, such as the Silver City, Cobb, Newell, Olympic, Mallee and Hume highways, Kidman Way and the Southern rail line. The region has strong links to Victoria with road and rail links bridging the Murray River.

The Sturt, Riverina and Mid-Western highways and Burley Griffin Way serve as east-west connections.

Wagga Wagga is the principal commercial centre of the Murrumbidgee (or Riverina) subregion while Albury-Wodonga is the principal commercial centre of the Murray subregion.

Access to health services, education and employment is predominately located in these larger centres.

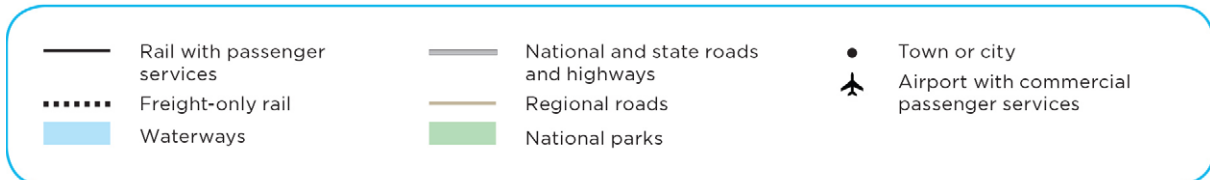
Wagga Wagga is a transport hub for the region and is situated on the Main South railway line between Melbourne and Sydney, while Albury-Wodonga is located on the Hume Highway corridor linking Sydney, Canberra and Melbourne.

The rail network running through the region, connects west to Adelaide and south to Melbourne via Parkes.

The Murray River supports important ecosystems, distinctive rural towns and cities and a growing tourism industry.

Townships along the Murray often have 'twin towns' on the other side of the river which have a high degree of inter-dependence in terms of services, employment, transport links and retail catchments creating extensive commuting networks across the border, particularly for school students.

**Figure 1** The Murray-Murrumbidgee region



Transport  
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↓

Regional  
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Customers in the Murray-Murrumbidgee region told us that they need better and more integrated cross-border connections to Victoria, and improved transport connections for smaller towns within the region. They also told us that we need to manage the impact of freight on local communities.

The Murray-Murrumbidgee region has a population of around 273,000. Approximately 35 percent of its population is concentrated within Wagga Wagga and Albury, while Griffith is also a significant population centre within the region.

The rest of the population is dispersed across a number of smaller towns and villages. This lends itself to travel patterns that are dispersed across the region.

Over the next 20 years, the population is expected to grow to 292,000, with growth concentrated in the larger centres of Wagga Wagga and Albury-Wodonga. Population in more rural areas has declined over the last ten years.

The Murray-Murrumbidgee region has an ageing population. The proportion of people aged 65 or over is expected to increase from 16 percent to 26 percent over the next 20 years (compared to the NSW average of 15 percent today and 20 percent in 2031).

The ageing population will change travel patterns and require improved transport access to health and aged care services in the region's main centres.

The region has a diverse range of industries. Agriculture (12 percent), retail (11 percent), health care (11 percent) and manufacturing (10 percent) sectors all employ a similar share of the workforce. While agriculture remains a significant industry for the region, its share of the workforce has declined, while health care has seen the most growth.

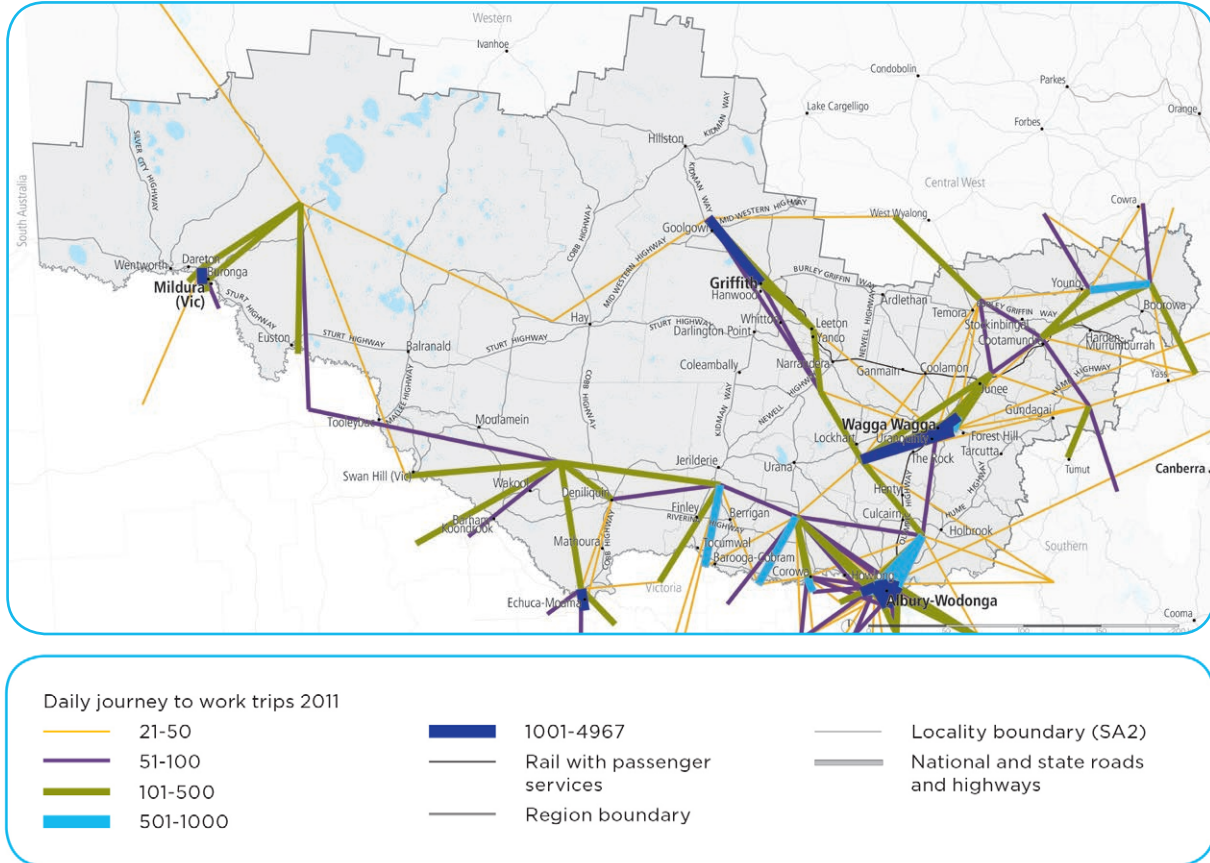
The Murray-Murrumbidgee region includes a high proportion of people experiencing social disadvantage. Poor access to transport contributes to social disadvantage and accessibility issues associated with long distances and limited public transport options.

With limited public transport options, the private vehicle is often the only way of getting around. Accessibility issues are exacerbated when households have limited access to private vehicles. The number of driver licences and registered passenger vehicles per household in the region are below the NSW state averages.

Regional employment is relatively self-contained, with around 89 percent of the employed population living and working in the region (Figure 2). Approximately nine percent of journeys to work from the region are to locations within Victoria, demonstrating the importance of links between the two states.



**Figure 2** Journey to work origins and destinations in the Murray-Murrumbidgee region



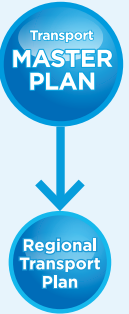
The Murray-Murrumbidgee freight network consists of both road and rail links. The Australian Rail Track Corporation manages much of the rail network that runs through the region.

The road freight network provides for major interstate freight flows (particularly between Sydney and Melbourne, Sydney and Adelaide and between Melbourne and Brisbane) while also catering for local and inter-regional freight movements.

Many of the freight corridors have capacity constraints. Bridges throughout the region have load limits constraining freight movements between major centres and impacting productivity.

In addition, increasing traffic volumes around regional towns are creating localised pinch points that reduce the efficiency of freight movements and have an adverse impact on the amenity of a number of towns.

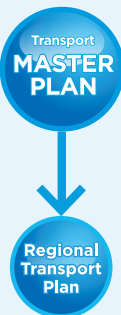
There is significant pressure within the region for expansion of a High Productivity Vehicle (HPV) network to move produce through the region.



The specific population, employment and land use characteristics of the Murray-Murrumbidgee region have implications for the transport network as follows:

**Table 1** Transport implications of regional characteristics

Characteristics	Transport implication
Population growth	<ul style="list-style-type: none"> <li>• Greater travel demand as population increases</li> <li>• Requirement for managing demand and operations as a priority, with eventual expansion of infrastructure and services to meet this demand, as required</li> </ul>
Ageing population	<ul style="list-style-type: none"> <li>• Greater demand to travel for healthcare, medical and recreation reasons and less demand for travel to/from work and within peak periods</li> <li>• Need for more specialist transport services to cater for limited mobility and to reduce social isolation</li> <li>• Need for research and pilot projects to determine the best ways to transition people from cars to public transport and to community transport to reduce car dependency</li> </ul>
Social disadvantage	<ul style="list-style-type: none"> <li>• Limited public transport increases the level of isolation and disadvantage</li> <li>• High proportion of socially and economically disadvantaged people who do not own a car or hold driver licences are further disadvantaged by a lack of public transport options</li> <li>• Higher public transport fares in rural and regional NSW can reduce ability to access jobs and services</li> </ul>
Significant population dispersed in many small settlements	<ul style="list-style-type: none"> <li>• High private car dependency</li> <li>• Dispersed trip patterns that work against public transport</li> <li>• Flexible and innovative arrangements to serve people in small settlements</li> <li>• Need to provide adequate transport for travel within the region</li> </ul>
Employment clustered in major centres	<ul style="list-style-type: none"> <li>• Transport services to/from major towns and cities are critical</li> </ul>
Cross-border connections between the Murray-Murrumbidgee region and Victoria	<ul style="list-style-type: none"> <li>• Need for integrated public transport services</li> <li>• Quality transport links between the two regions need to be facilitated jointly by transport jurisdictions</li> </ul>
Road safety	<ul style="list-style-type: none"> <li>• Heavy truck crashes in the Murray-Murrumbidgee region occur along the Hume Highway, around Wagga Wagga (and the Olympic Highway to the north) and around Griffith</li> <li>• Pedestrian casualty crashes are clustered around Wagga Wagga and Albury</li> </ul>
Existing and future freight movements	<ul style="list-style-type: none"> <li>• Additional freight task for heavy haulage will require delivery of the right network capacity and configuration to enable efficient freight movements, meet capacity and complexity needs, support productivity and operate in a sustainable way</li> </ul>





## DELIVERING CHANGE

Some of the initiatives already underway in the Murray-Murrumbidgee region include:

- The introduction of NSW TrainLink which operates services to the Murray-Murrumbidgee region and for the first time provides a dedicated organisation focused on improving services for our rail customers in regional NSW
- Improved rail safety and reliability through continued improvements to the Country Rail Network including installation of steel sleepers, improving the stability of cuttings and embankments and track resurfacing
- The Murray-Murrumbidgee region will receive a share in \$389 million to support and improve rural and regional bus services
- Improved road safety through an acceleration of the school zone flashing lights program, to ensure the roads outside every school in NSW have a set of flashing lights by December 2015
- Improvements to the interchange at Albury including the pedestrian bridge, road pavement and gutters, plus new cycle facilities
- Investment of \$208 million over the next decade to install seatbelts on almost 1,700 dedicated school buses as part of a suite of initiatives to improve school bus safety in regional NSW
- Investing in the final upgrade to the duplication of the Hume Highway by completing the Holbrook bypass to improve safety and convenience for motorists and local residents and improve the efficiency of freight movements along the Hume Highway.

### 2012-13 MURRAY-MURRUMBIDGEE ROAD NETWORK MAINTENANCE PROGRAM

For the 2012-13 financial year we spent \$92.3 million on upgrading and maintaining over 3,200 kilometres of major roads in the Murray-Murrumbidgee region including works on pavement and corridors. We also spent \$21.2 million on upgrading and maintaining over 420 bridges in the Murray-Murrumbidgee region.

We provided \$54.9 million to the local councils within the Murray-Murrumbidgee region to assist with road restoration after natural disaster damage and maintenance and improvement of their roads.

The works undertaken on major roads and bridges included road resurfacing of over 2,300,000m<sup>2</sup> of roads and rebuilding 166,000m<sup>2</sup> of roads at a cost of \$15.6 million and \$24.8 million respectively.

Other major works undertaken in the Murray-Murrumbidgee region included screening of bridges on the Hume Highway at the Albury Bypass, upgrading the bridge over the Murrumbidgee River at Carrathool, as well as upgrading the bridge over the Wakool River on Moulamein-Swan Hill Road at Coonamit.



## Traffic Management and Road Safety Program

LGA	Projects	Financial year	Status	Cost (\$)
<b>Railway level crossings</b>				
Griffith	Railway level crossings improvement program Irrigation Way in Griffith, install boom gates	2011-12	Completed	925,054
Leeton	Railway level crossings improvement program, Irrigation Way in Leeton, installing boom gates	2011-12	Completed	1,048,062
	Railway level crossings, minor safety works	2012-13	Completed	227,260
Murrumbidgee	Railway level crossings improvement program, Mid Western Highway in Goolgowi, install flashing lights and boom gates	2012-13	Completed	889,645
<b>Active transport</b>				
Albury	Construction of a 2.5 metre wide concrete off-road walking and cycling path along the eastern side of Shuter Avenue from Hartigan Street to Leahy Avenue, Thurgoona (230 metres)	2013-14	Anticipated start late 2013	42,000
	Widening of the existing concrete footpath to 2.5 metre wide off-road walking and cycling path along the eastern side of Shuter Avenue from Leahy Avenue to Thurgoona Drive, Thurgoona (100 metres)	2013-14	Commenced October 2013	16,000
Albury	Construction of a 2.5 metre wide asphalt off-road walking and cycling path along the southern side of Thurgoona Drive from the access road for the Golf Club workshop to the Vaughan Road path/laneway, Thurgoona (185 metres)	2013-14	Commenced October 2013	36,000
Conargo	Construction of a 2.5 metre wide spray sealed off-road walking and cycling path along the north western side of Conargo Road from the Conargo Hotel to Conargo Public School, Conargo (380 metres)	2013-14	Anticipated start April 2014	60,000
Hay	Construction of a 2.5 metre wide concrete off-road walking and cycling path along the southern side of Russell Street from the eastern boundary of the Caltex Service Station to Archer Street, Hay (100 metres)	2013-14	Commenced October 2013	22,000
	Construction of a 2.5 metre wide concrete off-road walking and cycling path along the western side of Archer Street from Russell Street to Moama Street, Hay (102 metres)	2013-14	Commenced October 2013	22,000



LGA	Projects	Financial year	Status	Cost (\$)
	Construction of a 2.5 metre wide concrete off-road walking and cycling path along the northern and southern sides of Moama Street from Archer Street to the Shear Outback entrance, Hay (120 metres)	2013-14	Commenced October 2013	28,000
Coolamon	Construction of a 2.1 metre wide concrete off-road walking and cycling path along the southern side of Douglas Street from Cowabbie Street to Methul Street, Coolamon (135 metres)	2013-14	Anticipated start February 2014	32,000
Narrandera	Delineation of a 3.5 metre wide asphalt road shoulders along both sides of Elizabeth Street from Gordon Street to swimming pool, Narrandera (650 metres)	2013-14	Anticipated start March 2014	10,000
Jerilderie	Construction of a 2.1 metre concrete off-road walking and cycling path along the western side of Brown Street from Jerilderie Street to Mahonga Street, Jerilderie (106 metres)	2013-14	Anticipated start March 2014	30,000
	Construction of 2.1 metre wide concrete off-road walking and cycling path along the western side of Bolton Street from Jerilderie Street to Mahonga Street, Jerilderie (106 metres)	2013-14	Anticipated start July 2013	30,000
Lockhart	Construction of a 2.0 metre wide gravel shared off-road walking and cycling path along the southern side of Urana Street from Yerong Street to Ford Street, The Rock (625 metres)	2013-14	Commenced October 2013	16,000
	Widen 250 metres of existing footpath and construction of a further 50 metres of 2.0 metre wide concrete off-road walking and cycling path along the eastern side of Halliday Street from Green Street to Swimming Pool, Lockhart (300 metres)	2013-14	Anticipated start February 2014	18,000
Lockhart	1) Widen existing footpath to a 2.0 metre wide concrete off-road walking and cycling path along the northern side of Wilson Street from Public School to Mixner Street (250 metres); and  2) Construction of a 2.0 metre wide concrete off-road walking and cycling path along the northern side of Wilson Street from Mixner Street to Cornwall Street (250 metres), The Rock (500 metres)	2013-14	Anticipated start February 2014	30,000



LGA	Projects	Financial year	Status	Cost (\$)
Murray	Construction of a metre wide off-road walking and cycling path along the side of Bartlett Street, Boundary Road and the Moama Recreation Reserve, Moama (4,000 metres)	2013-14	Anticipated start late 2013	70,000
	Continuation of construction of a 2.5 metre wide spray sealed off-road walking and cycling path along the northern side of Picnic Point Road from the Sawmill to Mathoura (2,000 metres)	2013-14	Anticipated start late 2013	50,000
Tumut	Construction of a 2.5 metre wide concrete off-road walking and cycling path along the south eastern side of Murray Jackson Drive from the bottom access to Miles Franklin Oval to the School, Talbingo (90 metres)	2013-14	Commenced September 2013	14,000
	Construction of a 2.5 metre wide concrete off-road walking and cycling path along the south eastern side of Muray Jackson Drive from the School to the Church, Talbingo (220 metres)	2013-14	Commenced September 2013	36,000
	Construction of a 2.5 metre wide concrete off-road walking and cycling path along the south eastern side of Muray Jackson Drive from the Church to Lampe Street, Talbingo (180 metres)	2013-14	Anticipated start late 2013	30,000
Urana	Construction of a 2.0 metre wide concrete off-road walking and cycling path along the northern side of Milthorpe Street from Coreen Street to Hunter Street, Oaklands (60 metres)	2013-14	Anticipated start late 2013	10,000
	Construction of a 2.0 metre wide concrete off-road walking and cycling path along the eastern side of Anna Street from the existing path at the Urana takeaway store to Stephen Street, Urana (80 metres)	2013-14	Anticipated start late 2013	30,000
Greater Hume	Greater Hume Shire Council is auditing its Cycleways and Pedestrian Access Mobility Plan facilities with a view to developing new plans in the 2013-14 financial year. 2013-14 funding will go to developing new plans	2013-14	Anticipated start February 2014	40,000
Griffith	Construction of a 2.5 metre wide concrete off-road walking and cycling path along the eastern side of Poole Street from McCudden Street to Sanders Street, Griffith (334 metres)	2013-14	Anticipated start February 2014	100,000



LGA	Projects	Financial year	Status	Cost (\$)
Gundagai	Construction of a 2.5 metre wide concrete off-road walking and cycling path along the western side of Tor Street from O'Hagan Street to Attwood Avenue, Gundagai (270 metres)	2013-14	Anticipated start March 2014	58,000
Harden	Construction of an off-road walking and cycling path along the northern side of Albury Street (Burley Griffin Way) from Station Street to East Street, Harden	2013-14	Anticipated start late 2013	40,000
Cootamundra	Cycleway - Cootamundra	2013-14	Anticipated start February 2014	116,000
Corowa	Cycleway - Corowa Council	2013-14	Anticipated start February 2014	130,000
Junee	Stage 2 - Construction of a 2.1 metre wide concrete off-road walking and cycling path along the southern side of Pretoria Avenue, through Endeavour Park, from Monte Cristo Road to Seigneur Street, Junee (525 metres)	2013-14	Anticipated start late 2013	56,000
Yass Valley	Construction of a 2.1 metre wide concrete off-road walking and cycling path along the western side of Green Street from the Bradford Drive roundabout to Perry Street, Yass (90 metres)	2013-14	Anticipated start late 2013	18,000
Young	Construction of a 2.5 metre wide concrete off-road walking and cycling path along the southern side of Marina Street from the end of the existing off-road walking and cycling path at the swimming pool to Zouch Street, Young (250 metres)	2013-14	Anticipated start late 2013	12,000
Wagga Wagga	Delineation of 3.5 metre wide asphalt mixed traffic lanes along the Bourke Street service roads from Red Hill Road to Fernleigh Road, Wagga Wagga (1,950 metres) - includes existing sections of 2.5 metre wide concrete off-road walking and cycling path linking the service roads	2013-14	Anticipated start May 2014	180,000
Temora	Stage 2 - rehabilitation of the 2.0 metre wide spray sealed "Lake Centenary" off-road walking and cycling path to a 2.0 metre wide concrete off-road walking and cycling path from 2,000 metres north of Kitchener Road to Lake Centenary, Temora (2,000 metres)	2013-14	Anticipated start February 2014	120,000

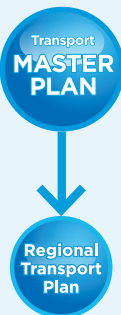


LGA	Projects	Financial year	Status	Cost (\$)
Tumbarumba	Construction of an off-road walking and cycling path along the northern side of Mate Street from Townsend Street to Boundary Street, Tumbarumba	2013-14	Anticipated start January 2014	46,000
Deniliquin	Construction of a off-road walking and cycling path along the western foreshore of Aljoes Creek from the bottom of the George Street/Edwardes Street path access ramp to 110 metres north of Cressy Street/ Sanctuary Lane, Deniliquin (140 metres)	2013-14	Anticipated start late 2013	50,000
	Delineation of a 2.0 metre wide asphalt road shoulder along both sides of Davidson Street (Cobb Highway) from the Brick Kiln Creek Bridge to Flood Bridge, Deniliquin (1,120 metres)	2013-14	Anticipated start late 2013	8,000
	Cycleway - Deniliquin Council	2012-13	Completed	100,000
<b>Journey reliability</b>				
Greater Hume	Install acceleration lane at Hume Highway and Burma Road in Albury	2013-14	Commenced September 2013	320,000
	Intersection upgrade in Rosewood	2011-12	Completed	171,868
Conargo	Upgrade intersection of Riverina Highway and Woodbury Road, Blighty	2013-14	Commenced July 2013	270,000
Junee	Intersection upgrade in Goldfields Way and Combining Road in Junee Reefs	2012-13	Completed	479,602
Boorowa	Install overtaking lane at Lachlan Valley Way south of Normanhurst Road	2013-14	Anticipated start late 2013	200,000
Carrathool	Install intersection Improvements at Kidman Way and The Springs Road in Hillston	2013-14	Anticipated start January 2014	321,750
Wakool	Intersection upgrade in Kyalite and Balranald Road	2013-14	Commenced August 2013	550,000
Albury	Install deceleration lane at Hume Highway and Tynan Road	2011-12	Completed	421,057
	Improve intersection sight distance at Riverina Highway and Avalon Street in Albury	2012-13	Completed	505,828
Narrandera	Intersection improvements at Newell Highway and Davies Lane in Narrandera	2012-13	Completed	244,793
Harden	Upgrade intersection of Burley Griffin Way and Allman Street in Harden	2013-14	Commenced August 2013	250,000
	Upgrade intersection of Burley Griffin Way and Nubba Road in Nubba	2013-14	Commenced July 2013	350,000

LGA	Projects	Financial year	Status	Cost (\$)
Wentworth	Mallee Fowl rest area upgrade on Sturt Highway	2011-12	Completed	818,808
Narrandera	Upgrade Gillenbah rest area on Newell Highway	2013-14	Commenced October 2013	3,100,000
Gundagai	Provide prismatic variable speed zones signage at the Coolac heavy vehicle enforcement bay on the Hume Highway	2013-14	Commenced September 2013	380,000
Balranald	Upgrade of existing rest area at Meilman, 60km west of Balranald on the Sturt Highway	2011-12	Completed	820,086
	Improve right turn access for eastbound heavy vehicles to the existing Meilman rest area on Sturt Highway	2012-13	Completed	368,529
Corowa	Upgrade of the Rivalea Pty Ltd meat processing and piggery at Corowa	2013-14	Commenced October 2013	229,600
Greater Hume	Design for new rest area, Hume Highway in Bowna	2013-14	Commenced July 2013	822,000
	Upgrade Blue Metal Hill rest area, Hume Highway in Woomargama	2013-14	Commenced July 2013	1,404,000
	Upgrade Four Mile rest area, Hume Highway in Woomargama	2013-14	Commenced July 2013	1,414,000
	Upgrade Milton rest area, Hume Highway in Holbrook	2013-14	Commenced August 2013	1,424,000
Hay	Road safety works from audit on Riverina Highway	2012-13	Completed	101,572
Temora	Hoskins and Loftus Streets Temora roundabout	2011-12	Completed	100,000
	Widen shoulders and install safety barriers at Burley Griffin Way and Porters Lane in Temora	2013-14	Commenced July 2013	386,000
Carrathool	Road safety works from audit on Mid Western Highway	2011-12	Completed	142,827
	Safety works at Mid Western Highway and Old Gunbar Road, Goolgowi	2012-13	Completed	765,899
Cooma-Monaro	Profile line marking trial, Monaro Highway	2011-12	Completed	360,320
	Culvert extension and protection, Monaro Highway	2011-12	Completed	159,206
Lockhart	Improve road alignment at Forcks Road	2013-14	Anticipated start late 2013	215,150
Gundagai	Widen shoulders, install safety barrier and superelevation on Muttama Road and Caulderwood Road Gundagai, (Federally funded)	2013-14	Anticipated start late 2013	268,250



LGA	Projects	Financial year	Status	Cost (\$)
Young	Widen existing road shoulder and improve the road realignment on the Olympic Highway and Karoopa Lane in Bendick Murrell	2012-13	Completed	792,735
Griffith	Install roundabout at Macarthur Boonah Street	2011-13	Completed	140,000
	Install roundabout at Wyangan Avenue and Ortella Street	2012-13	Completed	145,906
	Safety improvements at Stafford Road	2012-13	Completed	324,502
	Install sealed shoulder at Beelbangera Road in Griffith	2013-14	Commenced August 2013	780,000
	Install roundabout at Binya and Beale Street	2013-14	Commenced August 2013	157,500
Junee	Install guardrail, upgrade and seal shoulders, upgrade line marking, relocate power pole at Byrnes Road in Junee	2012-13	Completed	327,000
Boorowa	Road safety works from audit for Lachlan Valley Way	2012-13	Completed	526,013
Cootamundra	Olympic Highway Tanyinna railway level crossing, northbound approach	2013-14	Commenced September 2013	330,000
	Widen shoulder on curves, install safety barrier on Olympic Highway and Haines Lane in Cootamundra	2013-14	Anticipated start late 2013	650,000
Greater Hume	Widen existing roadside shoulder and remove roadside hazard at the intersection of Culcairn-Holbrook Road and Thugga Road in Morven	2012-13	Completed	358,534
	Install a sealed shoulder and improve horizontal alignment at Urana Road in Burrumbuttock	2013-14	Anticipated start late 2013	1,100,000
Wagga Wagga	Delineation improvements at Byrnes Street and Shepherds Road	2012-13	Completed	616,410
Albury	Provide safety screening Union Bridge	2012-13	Completed	269,028
	Widen shoulders, install safety barrier on Riverina Highway at Trout Farm Road, Albury	2013-14	Commenced July 2013	320,000





## Country Passenger Transport Infrastructure Grant Scheme

LGA	Improvement	Year	Cost (\$)
Berrigan	Finley bus stop relocation and upgrade	2011-12	12,400
Murrumbidgee	Two bus stop shelters - Darlington Point, Waddi, Coleambally	2011-12	125,000
Narrandera	Construction of amenities - Yapunyah Street, Barellan	2011-12	50,000
Young	Lynch Street passenger shelter and improvements	2011-12	48,200
Balranald	Bus shelter installation at intersection of Maket and River Streets, Heritage Park	2012-13	23,192
Deniliquin	Bus shelter installation at Edwardes Street	2012-13	13,500
Wentworth	Bus shelter installation at Tapio Street (2), Dareton; Chapman St, Buronga; Beverley/Cadell Streets, Wentworth	2012-13	63,603
Wagga Wagga	Taxi shelter lighting improvements at Station Place and at Gurwood Street - Wagga Wagga	2012-13	3,245
	Bus shelter installation at Huthwaite Street and concrete base and tactiles at Hunter Street - Wagga Wagga	2012-13	21,750

## Transport Access Program

Focus Area	Location	Projects	Completion date	Status
Interchanges	Albury	Interchange upgrade	Planning	March 2015
Station upgrades	Albury	Roof repairs	Open to public	June 2012

## Better Boating Program

LGA	Improvement	Year	Cost (\$)
Wentworth	Bottle Bend Recreational Boating Feasibility and Development Study, Monak (Murray River)	2012-13	15,000
	Fort Courage boat ramp upgrade and new pontoons, Wentworth (additional funding 2)	2012-13	33,761
Narrandera	Lake Talbot boat ramp - carpark upgrade, Narrandera	2011-12	143,307
	Lake Talbot boat ramp amenities upgrade, Narrandera	2012-13	112,096
Wagga Wagga	Bosley Memorial Park amenities upgrade, Wagga Wagga (Lake Albert)	2012-13	86,000
Murray	Murray Valley Regional Park boat ramp, Moama (Murray River)	2012-13	166,500
Gundagai	Morleys Creek boat ramp, Gundagai (Murrumbidgee River)	2012-13	11,910
Balranald	Regatta Beach boat ramp facilities improvements (stage 2), Yanga Lake, Balranald	2012-13	120,000
Albury	Kremur Street boat ramp, West Albury (stage 1 additional funding)	2012-13	114,945
	Kremur Street boat ramp, West Albury (stage 2)	2011-12	125,000
	Mungabareena boat ramp extension, Albury	2011-12	43,000



## CHALLENGES IDENTIFIED IN THE NSW LONG TERM TRANSPORT MASTER PLAN

The *NSW Long Term Transport Master Plan* identified the major transport challenges facing regional NSW as:

- Delivering better transport links to and within regional cities
- Improving accessibility through a better mix of transport options across regional NSW
- Providing convenient, reliable and safe travel in regional areas by modernising and making best use of our transport networks – especially our bus, rail, and taxi services
- Making sure our State roads in the regions support the needs of customers, communities and regional industries
- Finding workable transport solutions that will preserve the vitality, amenity and character of country towns
- Making walking and cycling easier and safer and giving customers choice when travelling within their towns
- Facilitating access to vital services for an ageing regional NSW population and people with disabilities
- Identifying and preserving key transport corridors.



## SPECIFIC ACTIONS FOR THE MURRAY-MURRUMBIDGEE REGION IN THE NSW LONG TERM TRANSPORT MASTER PLAN

### Short term

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

### Medium to longer term

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



## PUTTING THE CUSTOMER FIRST

The NSW Government is committed to putting the customer first by delivering a transport system that:

- Provides more reliable services
- Gets people in NSW regions where they need to go
- Delivers a safe, clean and comfortable public transport environment
- Provides a safer road transport system
- Provides integrated timetables and more frequent and reliable public transport services to match customer needs
- Reduces travel times for all travellers
- Enables businesses and services to operate efficiently and prosper in regional areas.

This plan will ensure that the transport system in the Murray-Murrumbidgee region is effective in meeting the needs of the community by responding to the goals expressed by them, tackling the transport challenges and addressing the expected changes over the next 20 years.

The plan will pursue this vision by developing actions around the three key themes of:

**1** Providing better transport services

**2** Ensuring effective regulation

**3** Improving transport infrastructure

The *Murray-Murrumbidgee Regional Transport Plan* will improve the customer experience for travel to and from other regions, within the region, within towns and centres and for visitors to the region.

Demand management and infrastructure solutions focused on the region's road network will enable customers to reach their destination more reliably and more safely. For public transport users, passengers will see service improvements and better connections to key destinations.

This plan includes actions and projects that will deliver better transport services, ensure effective regulation and improve transport infrastructure over the short (0-5 years), medium (5-10 years) and long (10-20 years) term.

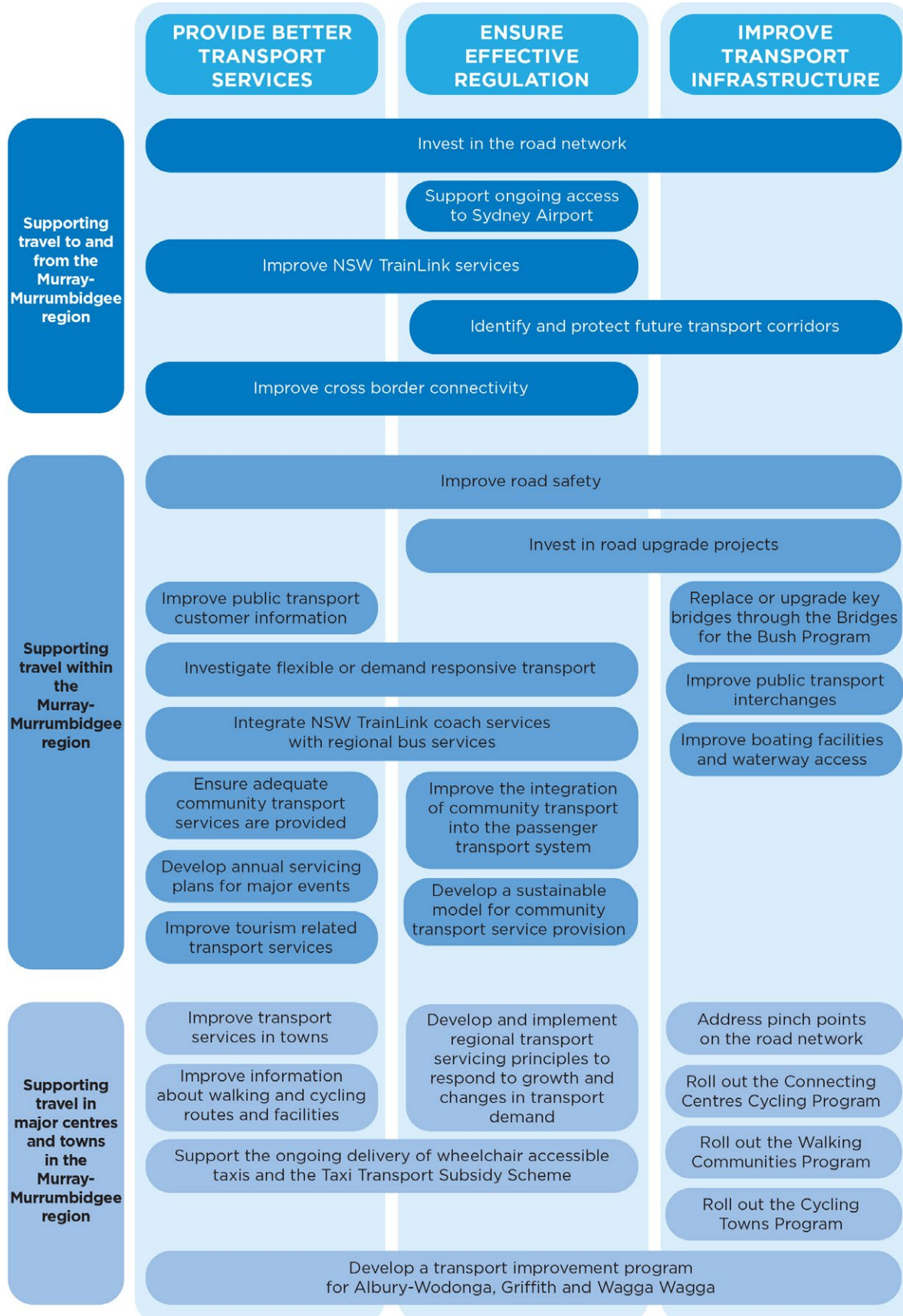
### WHAT YOU TOLD US

You told us that there is a common set of goals for transport in Regional NSW. While the priority of these goals will vary for each specific region, these goals are:

- Addressing cross-border connectivity issues
- Recognising the growing freight task and its impact
- Improving accessibility to transport for everyone
- Appreciating the importance of intra and inter regional connectivity
- Making sure that the transport solutions for the regions support growth and development, whilst protecting the viability and amenity of centres and towns
- Recognising the importance of air travel.



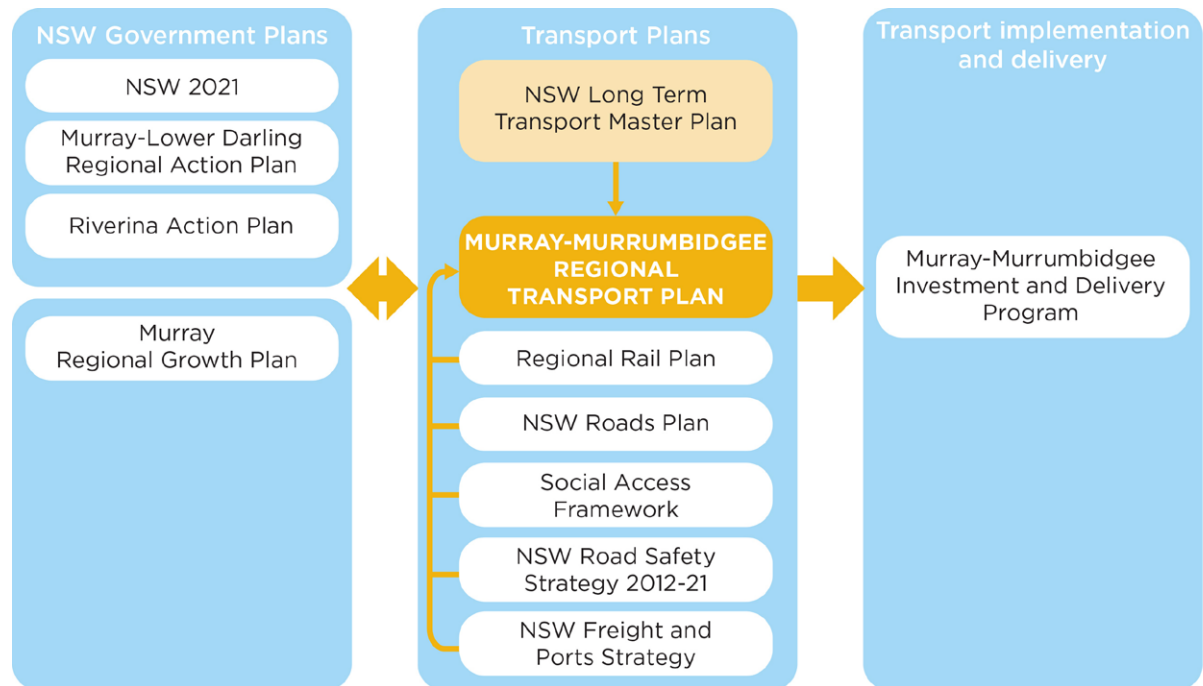
Figure 3 Themes and actions summary



The *NSW Long Term Transport Master Plan* sets the strategic direction for transport in the state. The *Murray-Murrumbidgee Regional Transport Plan* provides more detail for the region.

The Regional Transport Plan links to other plans, including *NSW 2021*, *Regional Action Plans* and the Department of Planning and Infrastructure's *Murray Regional Growth Plan* (Figure 4).

**Figure 4** Inter-relationships of plans



# TRAVEL TO AND FROM THE MURRAY-MURRUMBIDGEE REGION

The Murray-Murrumbidgee region has strong transport links to other regions in NSW, including the:

- Western region, via Silver City and Cobb highways
- Central West region, via Kidman Way and Mid-Western, Newell and Olympic highways
- Southern region, via the Hume and Snowy Mountains highways and the Main South rail line and associated TrainLink services.

The social, employment, health and educational links between the Murray-Murrumbidgee region and Victoria are significant. The region has strong links to Victoria with north-south road and rail links bridging the Murray River.

Major interstate freight flows follow the road freight network, particularly between Sydney and Melbourne, Sydney and Adelaide and between Melbourne and Brisbane.

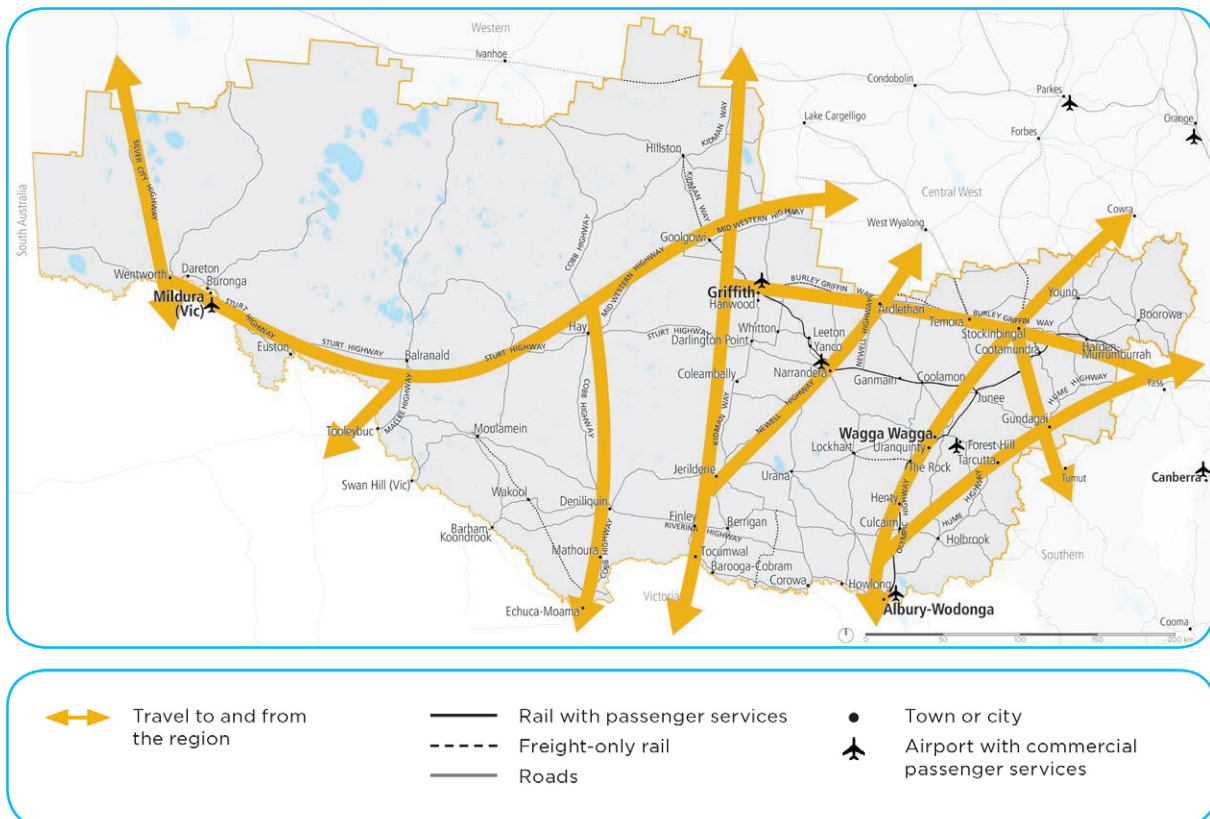
Transport challenges for travel to and from the Murray-Murrumbidgee region include:

- Improving the road network to/from the region to enable and support road safety, economic growth and opportunity, and freight efficiency
- Murray River road crossings
- Service levels of inter-regional train and coach services do not always align with regional travel needs
- Maintaining convenient access to Sydney by air.

The actions to support travel to and from the Murray-Murrumbidgee region include:

- Improve cross-border connectivity
- Invest in the road network
- Improve NSW TrainLink services
- Support ongoing access to Sydney Airport
- Identify and protect future transport corridors.

**Figure 5** Major corridors to and from the Murray-Murrumbidgee region



## Action: Improve cross-border connectivity

We will continue to work with the Victorian and South Australian governments as well as the Cross-Border Commissioner, to make travel to and from Victoria and South Australia easier and more convenient.

Travel between the regions is a key driver of economic growth and prosperity for the Murray-Murrumbidgee region as education, health and higher order services for some communities are located in Victoria, particularly in the centres of Mildura and Echuca.

Albury-Wodonga serves a significant area stretching into both NSW and Victoria. Most of the resident workforce working outside the Murray-Murrumbidgee region travel to jobs in Victoria (nine percent) with small numbers travelling to work in the adjoining regions and the ACT.

Cross-border travel is facilitated through road and rail links, which are maintained by both states in partnership. However, in some cases policy, regulation and transport planning differences between the two states have led to a lack of customer focus regarding public transport and taxi services that cross the border such as different fares and concessions not being recognised.

## Action: Invest in the road network

We will continue our program of upgrades to the road network providing connections to and from the Murray-Murrumbidgee region, focusing on improving safety, increasing accessibility and enhancing freight efficiency.

The Murray-Murrumbidgee region has a diverse freight task, with a range of industry supply chains. This diversity ranges from the agricultural sector requiring seasonal transport of perishable produce to market, to the growing needs of the mineral sands mining industry.

There is a need to transport produce and commodities to other regions of NSW, South Australia and Victoria.

Access across the Murray River relies on adequate bridge infrastructure and road connections. Upgrade and replacement of existing bridges and construction of second river crossings at some locations are a key priority to ensure these freight networks remain viable across the Riverina and western parts of the Murray-Murrumbidgee region.

As identified in the *NSW Long Term Transport Master Plan* we will:

- Complete upgrades on the Newell Highway with additional heavy vehicle rest areas and by addressing localised capacity constraints
- Realign the Newell Highway (A39) at Grong Grong
- Investigate upgrades to Gocup Road to accommodate modern freight demands and address vehicle safety requirements.

There are a number of bridges that traverse the Murray River providing cross-border access into Victoria. We are working with Victorian Government agencies to plan for bridge upgrades and replacements at:

- Tooleybuc
- Swan Hill
- Echuca and Moama
- Yarrawonga and Mulwala.

We will also investigate opportunities to provide walking and cycling facilities as part of the construction or upgrade of bridges in the region.





## Action: Improve NSW TrainLink services

We will develop a future NSW TrainLink service plan for the Murray-Murrumbidgee region and incorporate this into the development of the long term plan for regional rail. The plan will be aligned with coach services operating in the region, with the goal of increasing frequency, and reliability of services where needed, such as at Cootamundra.

The NSW TrainLink passenger rail network in the Murray-Murrumbidgee region connects Cootamundra, Junee, Wagga Wagga, The Rock, Henty, Culcairn and Albury with Sydney and with Melbourne twice a day. In Sydney the overnight service connects with the TrainLink North Coast service to Casino. The Griffith XPLOER operates once a week between Sydney and Griffith via Junee.

There are also TrainLink coaches connecting many other towns and villages to the rail network, providing connections between Murray-Murrumbidgee communities to/from Sydney, Canberra and Melbourne.

We will examine opportunities to realign rail and coach timetables to:

- Improve connections and service frequency
- Reflect more closely the travel demands of the region including travel to and between major centres
- Improve customer access to printed and electronic timetable and travel information for regional rail and coach travel
- Improve the integration between local and regional bus services and TrainLink train services at all Murray-Murrumbidgee region stations.

We will invest in improvements to the NSW TrainLink fleet to improve service levels and customer experience. Actions will include:

- Reviewing fleet maintenance and stabling locations, to improve overall reliability and availability of the fleet
- Ensuring the current NSW TrainLink fleet receives maintenance to ensure reliability
- Fleet replacement to help boost flexibility in the design of services and offer greater passenger comfort. This will be managed in line with a *NSW TrainLink Fleet and Maintenance Strategy* that will program future rolling-stock investment.

## Action: Support ongoing access to Sydney Airport

Air travel is very important for the Murray-Murrumbidgee region as enables quick and direct capital city connections to be maintained. There are regional airports in Albury, Wagga Wagga, Griffith, Mildura and Narrandera-Leeton.

Regional flight slots at Sydney Airport determine the convenience of air travel for regional communities accessing Sydney by air.

We will support maintenance of the 20 percent of flight slots allocated to regional NSW services and will seek a greater allocation in the peak periods.

As well as maintaining the current services into Sydney, Transport for NSW licences routes that operate with less than 50,000 passengers per annum including Narrandera. The current licences will run until 2018 and grant exclusive rights of operation on the route for the term of the licence.



Having passenger services at regional airports also strengthens the viability of these airports and enables them to service some freight and general aviation including urgent medical deliveries and some freight access.

Charter and private flights from NSW's regional, rural and remote airports enables those who work and live outside the major cities to access the specialist health, education, commercial and recreational facilities that are not economically available where they normally reside. They also enable health professionals to travel to the regional community, and enable regional residents to maintain relationships with distant families and friends.

The Australian Airline Pilot Academy at Wagga Wagga Airport provides a training course to meet the current and future demand for Regional Express (Rex) pilots, as well as development courses for current Rex pilots. The total capital outlay on these facilities over 2009-2014 is expected to exceed \$25 million, representing a significant investment in the regional economy.

### Action: Identify and protect future transport corridors

We will continue to work with the NSW Department of Planning and Infrastructure, and the Australian Department of Infrastructure and Regional Development to identify and protect a future high speed rail corridor between Melbourne, the Murray-Murrumbidgee region and Sydney.

The second phase of the High Speed Rail Study (April 2013) commissioned by the Australian Government, identifies potential future stations in the Murray-Murrumbidgee region at Wagga Wagga and at Albury-Wodonga. High speed rail may eventually connect these towns directly to Sydney, Canberra, Melbourne and Brisbane.

Opportunities to be considered include convenient connections to regional and local public transport services.



## TRAVEL WITHIN THE MURRAY-MURRUMBIDGEE REGION

The primary corridors for travel within the Murray-Murrumbidgee region are centred around higher population densities and centres in the east of the region. Albury, Wagga Wagga and Griffith are the main centres for employment, education and health services in the region.

These centres generate transport demand within large catchments, including from across state and regional borders. Demand is radial, drawing into the centres from diverse surrounding locations, and creating travel demand that is difficult to service by public transport.

Limited public transport connections can increase private car use. People without access to private cars have an increased chance of experiencing transport disadvantage.

Improving transport outcomes for travel within the Murray-Murrumbidgee region will require integrated planning and management.

Buses and coaches, taxis, community transport, active transport and the rail and road networks all have a part to play in delivering the transport system.

Transport challenges for travel within the Murray-Murrumbidgee are:

- Providing safer roads
- Improving connections between smaller towns to regional centres
- A need for more flexible and demand responsive transport options
- The lack of single comprehensive source of public transport information
- High transport fares in comparison to those in metropolitan areas.

The actions to support travel within the Murray-Murrumbidgee region include measures to:

- Improve road safety
- Invest in road upgrades
- Improve boating facilities and waterway access
- Replace or upgrade key bridges through the Bridges for the Bush Program

- Integrate NSW TrainLink coach services with regional bus services
- Improve public transport customer information
- Improve public transport interchanges
- Investigate flexible or demand responsive transport
- Ensure adequate community transport services are provided
- Improve the integration of community transport services into the passenger transport system
- Develop a sustainable model for community transport service provision
- Develop annual servicing plans for major events
- Improve tourism-related transport services.

### Action: Improve road safety

We will continue to progress the actions of the *NSW Road Safety Strategy 2012-21* to support the *NSW 2021* target of reducing fatalities to 4.3 per 100,000 population by 2016.

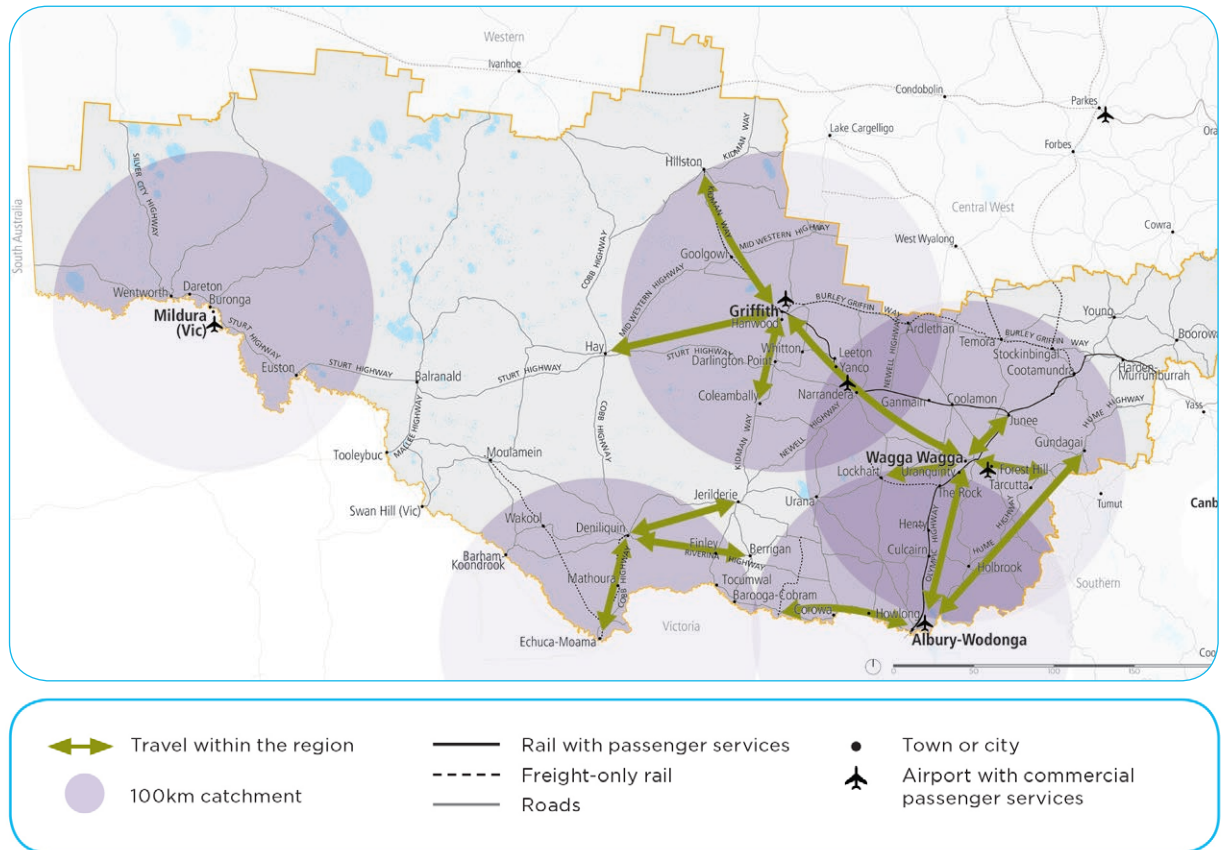
Heavy truck crashes in the Murray-Murrumbidgee region occur along the Hume Highway, around Wagga Wagga (and the Olympic Highway to the north) and around Griffith. Pedestrian casualty crashes are clustered around Wagga Wagga and Albury.

In the Murray-Murrumbidgee region, our priority actions are to:

- Provide safer roads by implementing treatments that target head-on and run-off road crashes
- Ensure road safety is considered throughout the design, construction, maintenance, operation and audit of the road network for all road users
- Provide safer road infrastructure on state and local roads leading to Aboriginal communities
- Investigate infrastructure treatments to enhance road safety on the highway network for heavy vehicle drivers and to support enforcement activities



Figure 6 Major corridors within the Murray-Murrumbidgee region



- Develop programs with local government to provide safe convenient transport options for older people. Work with road authorities to provide facilities for older road users including improved pedestrian access, longer green light phasing and local education campaigns
- Work with NSW Police to strengthen random breath and drug testing programs, including a focus in rural NSW. Education, communications and programs, to address drink driving
- Supplement heavy vehicle driver fatigue programs with a strategy to address light vehicle driver fatigue
- Support enforcement activities to deter speeding through high visibility police enforcement and automated speed camera activities
- Target crash risk assessment on higher volume roads, using the route safety review process across the key freight routes

- Improve heavy vehicle compliance through targeted enforcement to address speeding, fatigue, drug impairment and distraction
- Investigate options for automatic crash notification systems, including collision detection and avoidance systems.

In addition to specific black-spot treatments, the *NSW Road Safety Strategy 2012-21* will address more systemic challenges. This strategy recognises that road geometry is only part of the challenge and it aims to achieve safer vehicles, safer speeds and safer people, in addition to safer roads.

Young people (17-25 years old) are over-represented in fatalities and casualty crashes. Since July 2013, the Safer Drivers Course has been available to provide learner drivers with driving strategies, such as speed management, gap selection, hazard awareness and safe following distances, so they are more prepared when they drive unsupervised on their provisional licences.

Other programs including targeted safety works, rural highway upgrades, major arterial road upgrades in growing areas, and bypasses of town centres will contribute to major improvements in road safety such as a study (survey and concepts) to develop safety improvements to the Riverina Highway near Lake Hume Village.

### Action: Invest in road upgrades

We will continue our program of upgrades to the Murray-Murrumbidgee road network.

We will manage traffic levels and safety on the major road corridors of the Newell Highway, Sturt Highway and the Mid-Western Highway through upgrades such as additional overtaking lanes and heavy vehicle rest areas where safety concerns exist.

The Olympic Highway connects Albury to Cowra in the mid-west of NSW, passing through the major regional towns of Wagga Wagga, Junee, Cootamundra and Young.

We will continue to deliver the short term and long term priorities identified in the *Albury to Cowra Corridor Strategy*. The strategy identifies the key transport demands in the corridor over the next 25 years and assesses the performance of transport infrastructure in the corridor. Priority actions include:

- Progressively addressing sections with poor alignment or delineation, and narrow lane and shoulder widths, particularly between Wagga Wagga and Junee, and between Cootamundra and Young
- Working with councils to support appropriate pedestrian, cycling and public transport initiatives
- Addressing conflicts between through and local traffic in Junee, Cootamundra and Young.

The Newell Highway is the longest highway in NSW and connects Tocumwal on the Victorian border to Goondiwindi on the Queensland border.

We will develop a *Newell Highway Corridor Strategy*, investigating the investment priorities for the development, management and maintenance of the Newell Highway.

### Action: Improve boating facilities and waterway access

We will develop a new Boating Infrastructure Partnership Program to build on the Roads and Maritime Services' successful Better Boating Program. The new funding program will provide grants to local councils and will be informed by a comprehensive audit of waterways to identify priority boating safety, access and infrastructure projects.

### Action: Replace or upgrade key bridges through the Bridges for the Bush Program

The Bridges for the Bush Program is a NSW Government commitment of \$145 million to upgrade or replace regional bridges to improve the resilience and freight capacity of the regional road network.

The replacement of bridges in the Murray-Murrumbidgee region will also provide ongoing safe service levels and includes:

- \$8.5 million replacement of Tooleybuc Bridge
- \$7.5 million replacement of Gee Gee Bridge
- \$60 million Murray River crossing bridge replacement at Echuca and Moama
- \$11.5 million upgrade of Carrathool Bridge
- \$39 million replacement of Kapooka Bridge

We will investigate opportunities to provide walking and cycling facilities as part of all Bridges for the Bush projects located within regional communities.

### Action: Integrate NSW TrainLink coach services with regional bus services

We will review timetables and service levels for train and coach services as part of the long term plan for regional rail. This will identify opportunities to incorporate improved intra-regional connectivity in addition to long distance train connections.

Coach services are primarily part of a system that provides for travel to destinations outside



the region. However, in using the major roads in the region they also make connections to major centres. The long term plan for regional rail will advance planning for the integration of these services.

There are very few regional bus services in the Murray-Murrumbidgee region that are not associated with linking to rail services. There are infrequent services linking communities along the Murray River to Albury, and a weekday service between Junee and Coolamon to Wagga Wagga and Corowa to Albury. Most other regional services are provided by the TrainLink and V/Line coach networks.

We will aim to use coach services as part of the regional bus system as well as serving travel to destinations outside the region.

We will investigate the potential for NSW TrainLink coach services to pick up and set down at multiple key destinations in the major towns and cities. These might include the airport and the main shopping centre as well as the traditional stop at the railway station.

### Action: Improve public transport customer information

We will improve online public transport customer information for the Murray-Murrumbidgee region.

The Country Transport website provides bus timetable information town by town, but there is no single information point for bus trips that require an interchange, or map that describes services across the Murray-Murrumbidgee region.

We will develop an integrated and comprehensive single source of transport timetables, maps, fares and customer information to help people understand what options are available for travel in and around the Murray-Murrumbidgee region.

### Action: Improve public transport interchanges

Interchanges are important as part of the public transport network. We will ensure that major transport interchange points across NSW are assessed and benchmarked against interchange standards.

## Country Passenger Transport Infrastructure Grants

Transport for NSW administers annual rounds of the Country Passenger Transport Infrastructure Grants Scheme (CPTIGS), which provides support funding to projects that improve the amenity of passenger transport infrastructure for rural, regional and remote communities of NSW.

Local government, incorporated community groups, transport operators and other interested organisations with a current Australian Business Number can apply. To be successful the proponents must demonstrate the proposal:

- Would benefit non-private vehicle, rural and regional transport passengers
- Is financially and economically sound and has sufficient community support
- Can be part-funded or materially contributed to by other parties
- Is likely to obtain relevant approvals, especially local government
- There is adequate capacity to design, deliver and maintain the infrastructure
- The proposal overall is credible and comprehensive.

We will develop a program of interchange improvement works to ensure that our interchanges meet customer needs.

In the Murray-Murrumbidgee region, significant transport interchanges include Albury, Wagga Wagga, Griffith and Cootamundra. An interchange upgrade is planned for Albury as part of the Transport Access Program.

We will make interchanging between public transport services easier by taking a customer-centred view. We will work to integrate public transport services by:

- Ensuring major interchanges are clean and well lit, with comfortable seating and shelter for passengers



- Ensuring that services are available at interchanges
- Coordinating timetables to make interchange seamless between all modes, including buses, trains and ferries (where applicable).
- Improving wayfinding, signage and the physical cues people use to find their way around interchanges.
- Improving customer information including service information, ticketing and timetables

We will also continue to roll out Country Passenger Transport Infrastructure Grants.

### Action: Investigate flexible or demand responsive transport

We will investigate the applicability of flexible or demand responsive transport solutions for the Murray-Murrumbidgee region and work to identify and implement these services in appropriate locations.

Flexible transport services are likely to be most useful in the smaller towns and villages in the Murray-Murrumbidgee region, especially on Thursday nights. However, flexible transport may also serve particular needs in major towns and cities and may be applicable in Griffith.

We will investigate a range of delivery models for flexible transport to determine what works best

for different areas of the Murray-Murrumbidgee region. These delivery models may include:

- Fully demand responsive services, providing a door to door service but only for pre-booked trips
- Partially demand responsive services, providing a door to door service, and incorporating pre-bookings as well as 'turn up and go' at designated timing points

- Standard route services with the capacity to divert within designated areas on request
- Services operating on a fixed route from, for example, a town centre to a designated point, after which they provide a flexible 'roaming' services across a designated zone
- Services operating at set times to/from a designated point, but to a variable, non-fixed route which is dependent on pre-bookings and determined by the driver.

We will work with local bus operators, taxi operators and community transport providers to make the best use of available transport resources and to provide the most appropriate mode and delivery model for different needs and for different times of the day or week.

### Action: Ensure adequate community transport services are provided

We will continue to work with community transport providers to ensure that the expected demand for community transport can be met.

The ageing population, as well as the proportion of socially and economically disadvantaged people who live in the region are an issue of growing importance for the Murray-Murrumbidgee region. The proportion of people aged 65 or over is expected to increase from 16 percent to 26 percent over the next 20 years.

We need to provide adequate services to support the mobility of people who are experiencing transport disadvantage, providing them with access to services and facilities across the region.



### Action: Improve the integration of community transport services into the passenger transport system

We will work to better integrate community transport services into the overall transport system to more efficiently meet a broader range of needs.

The NSW Government funds several community transport programs including:

- Community Transport Program
- Regional Transport Coordination Program
- Country Passenger Transport Infrastructure Grants Scheme.
- Home and Community Care program (jointly funded NSW and Australian government initiative).

Public transport in the region should be understood in the broadest sense to include local taxi services and community transport, to ensure that an alternative to private car use is identified and provided to all residents, including people who experience transport disadvantage and have limited access to services in more isolated areas.

More efficient operation of these services may provide a high level of service and greater flexibility. Examples of these services range from a local community mini-bus that takes older people who are frail or people with disabilities to social activities, through to small charter aircraft provided to fly specialist doctors to a town on a regular basis.

We will work with community transport providers, taxi operators and with traditional bus operators to help deliver a fully integrated transport system for the Murray-Murrumbidgee region. This integration effort will focus on how we can deliver the most appropriate type of service.

### Action: Develop a sustainable model for community transport service provision

Along with integrating community transport into the overall transport service offering, we will work with local organisations, councils and the Australian Government to ensure the

long term viability of the community transport sector. We will investigate options that allow the transport task to be carried out by the providers who are best placed to do so, regardless of mode.

With a growing and ageing population and in response to individually based service delivery that will flow from reforms such as the DisabilityCare Australia, we will work with our customers and providers to ensure an appropriate level of service is provided in an operationally sustainable manner.

### Action: Develop annual festival servicing plans for major events

We will work with local councils and festival organisers to develop service plans to encourage public transport use to connect to festivals in the Murray-Murrumbidgee region.

Festival and event service plans will be developed in conjunction with local councils, festival organisers and transport providers (including airports). Service plans will outline the services required for festivals and events and will outline the responsibilities of all parties.

### Action: Improve tourism-related transport services

The influx of visitors during holiday periods puts temporary pressure on transport systems and services. There is an opportunity to develop a holistic approach to providing transport services for holiday periods through initiatives such as:

- Branding of public transport services
- Raising awareness of travel options through brochures and websites
- Seasonal transport options such as holiday bus services and/or park and ride services.

Cross-regional connections will also be considered and provided, if demand requires.

We will work with local councils to investigate opportunities to use seasonal parking fees to subsidise better local tourist public transport services drawing on the experience of other tourist areas around Australia.

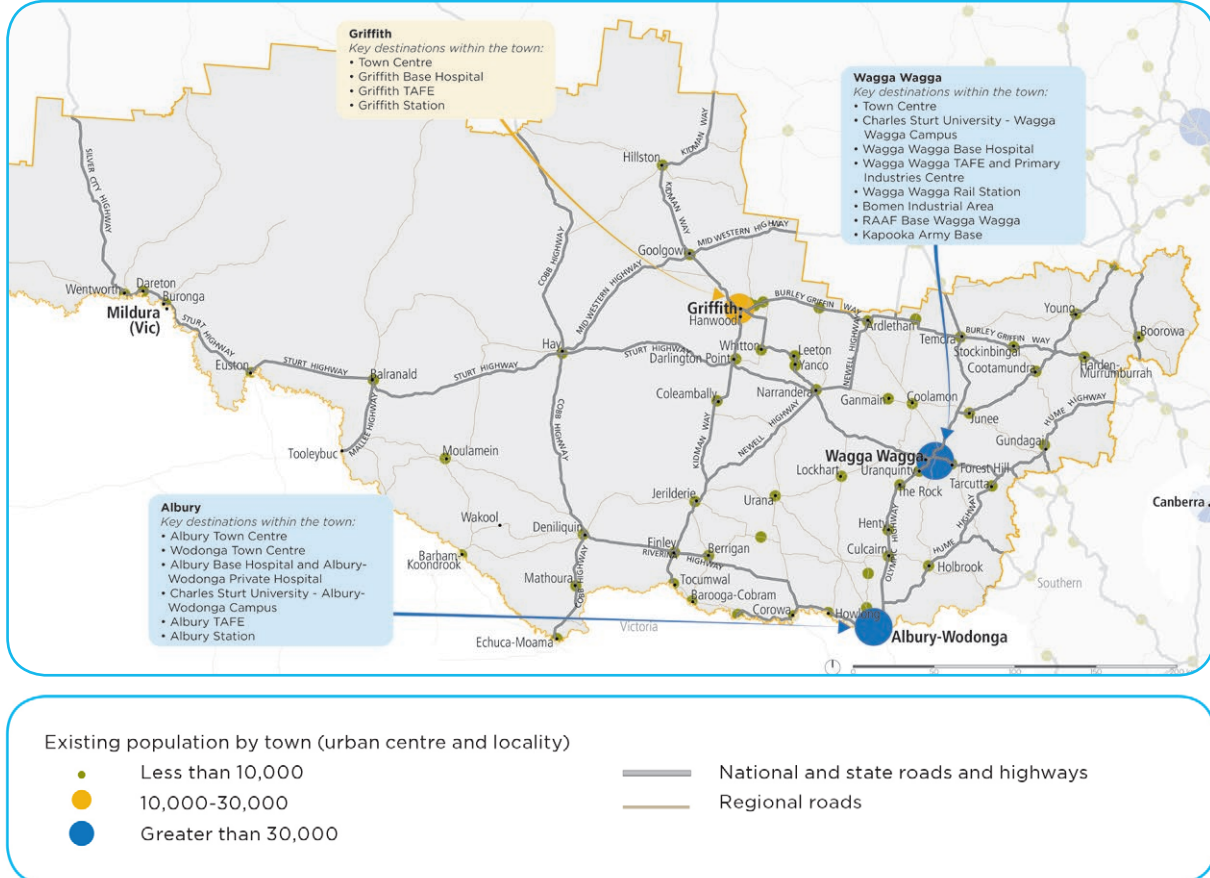




## TRAVEL IN MAJOR CENTRES AND TOWNS

Major towns in the Murray-Murrumbidgee region, and the key destinations within them, are illustrated in Figure 7.

**Figure 7** Major centres and towns in the Murray-Murrumbidgee region

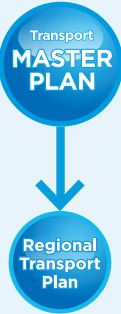


These towns act as regional focal points, providing access to jobs, shops, education, community services, health services and tourist facilities. Transport challenges for travel within the major centres and towns of the Murray-Murrumbidgee region are:

- The growth of Major Regional Centres and the need to enhance the transport network
- Increase in traffic levels in and around major towns are increasing
- Existing transport networks that car dependence and do not meet the needs of non-drivers or people with no access to a motor vehicle
- Levels of public transport provision vary between major towns
- Access to wheelchair accessible taxis.

The actions to support travel within the major towns and centres of the Murray-Murrumbidgee region are to:

- Address pinch points on the road network
- Improve transport services in towns
- Develop and implement regional transport servicing principles to respond to growth and changes in transport demand
- Improve transport services in towns
- Support the ongoing delivery of wheelchair accessible vehicles and the Taxi Transport Subsidy Scheme
- Roll out the Walking Communities Program
- Connecting Centres Cycling Program
- Roll out the Cycling Towns Program
- Improve information about walking and cycling routes and facilities



### Action: Address pinch points on the road network

We will work with local councils to develop solutions for addressing localised congestion points on the road network. We will align local environmental planning with transport goals.

The increasing traffic volumes around regional towns are creating localised pinch points, which impact on the movement of people around the region and reduce the efficiency of freight movements.

Towns such as Griffith are impacted by freight traffic accessing the Western Riverina Intermodal Freight Terminal. Towns such as Coonabarabran suffer from high volumes of freight traffic passing through the town with consequent impacts on amenity and the safety of all road users including pedestrians. We will work with local government to identify and plan solutions that protect the economic viability and amenity of towns through the provision alternate local routes for heavy vehicles.

### Action: Improve transport services in towns

Over the next few years, we will renew bus service contracts across regional NSW. As we do this, we will work with operators to improve the services we provide to our customers. We will work with local transport operators and councils to develop transport service improvement programs for the major towns of the Murray-Murrumbidgee region. Service improvement programs will focus on serving the unique characteristics of each of the towns.

Town bus routes operate in Albury, Wagga Wagga and Griffith. In each of these towns there are opportunities to improve the accessibility of bus services, service frequencies and the attractiveness of public transport.

Table 2 summarises the broad service levels of bus routes currently provided in these towns.

**Table 2** Current bus service levels for towns in the Murray-Murrumbidgee region

Centre or town	Weekday				Saturday				Sunday			
	No. of routes	Trips	Trips per route	Span	No. of routes	Trips	Trips per route	Span	No. of routes	Trips	Trips per route	Span
Albury	7	144	20	7-18	7	53	8	8-17	0	0	0	0
Wagga Wagga	6	104	17	7-18	6	93	15	8-17	0	0	0	0
Griffith	4	23	6	8-17	4	8	2	9-12	0	0	0	0



### Action: Develop and implement regional transport servicing principles to respond to growth and changes in transport demand

Regional transport servicing principles will provide a strategic framework to underpin the services provided to regional centres, and towns. These principles will inform ongoing improvements to services and service plans that will be regularly updated to meet the changing travel needs of each town. In turn, the strategic framework will inform the development of any future integrated transport service planning guidelines.

We will work with local transport providers to develop and apply the regional transport servicing principles to put the customer first and continue to work to broaden the range of services to meet local travel needs, with similar service standards applied to towns of broadly similar size and urban form.

Based on the regional transport planning principles, we will update the current service guidelines for town services to set a clearly defined target for service coverage (that 85 percent of households within the town are within 400 metres of a bus route), without prescribing the span of hours or route frequencies, weekend or late night servicing requirements. We will also examine opportunities to simplify the service guidelines by categorising town routes in accordance with their function and the market they serve, rather than by distance from the town centre.

The principles will simplify the current arrangements where separate guidelines apply where the terminus of a route is less than two kilometres from the town centre, compared to those where the terminus is more than two kilometres from the centre.

Through the process of contracting bus services, we will identify short-term priorities for each major centre or town including changes to services. Beyond the five year horizon, the transport services planning principles will identify medium to longer-term service needs, ongoing integration of services with land use and any supporting infrastructure.

The Government is examining options concerning rail freight and intermodal connections within the Murray-Murrumbidgee region and its implications on further intra-State and inter-State distributions systems.

### Action: Support the ongoing delivery of wheelchair accessible vehicles and the Taxi Transport Subsidy Scheme

The 24 hour nature of the taxi network and its ability to provide an immediate response to individual needs provides opportunities not afforded by bus.

To ensure that this service is available across the community, we will continue to support the provision of wheelchair accessible vehicles in the taxi fleets in towns in the Murray-Murrumbidgee region.

We will maintain the Taxi Transport Subsidy Scheme and support the better availability of services on weekends and outside core business hours.



## Walking and cycling

Many regional towns in NSW are ideal for walking and cycling for transport. Almost 90 percent of people in regional NSW live within easy walking or cycling distance of a local centre, with access to shops, schools, and workplaces.

Wider streets, lower traffic volumes and safe routes in regional centres will make walking and cycling safer and more convenient transport options.

We will work to ensure that any transport project or land use development includes appropriate provision for walking and cycling from the design stage.

We will also assist councils to integrate walking and cycling into their ten-year Community Strategic Plans to ensure there is more provision for walking and cycling and promote this approach with Regional Organisations of Councils.

### Action: Roll out the Walking Communities Program

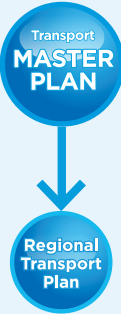
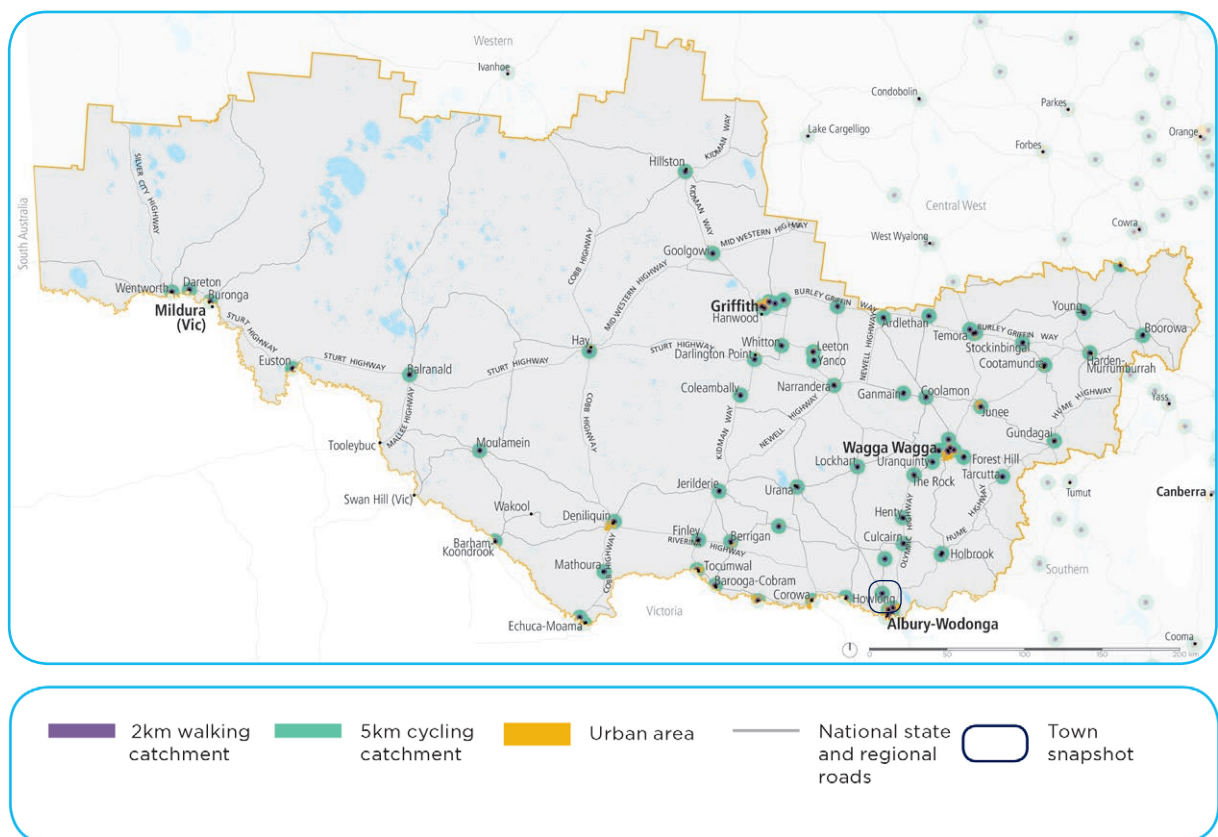
The Walking Communities Program will deliver state infrastructure investments and contribute to local government initiatives to help boost rates of walking.

We will provide dedicated funding to help local councils improve walking infrastructure within two kilometre catchments of centres and transport interchanges.

### Action: Connecting Centres Cycling Program

We will work with councils and other stakeholders to identify bicycle network gaps and pinch points in the five kilometre catchments that surround regional towns.

Figure 8 Murray-Murrumbidgee region walking and cycling catchments



The Connecting Centres Program will help councils to complete local cycle networks to regional centres in partnership with local councils. We will also work with councils and bicycle user groups to get more people riding on this network and provide better information to customers.

### Action: Roll out the Cycling Towns Program

The Cycling Towns Program will focus bicycle infrastructure provision and encouragement in a small number of regional centres with the aim to rapidly increase rates of cycling in these areas.

Two regional centres will be selected for initial investment in the Cycling Towns Program by the NSW Government, to be delivered in partnership with local councils. Candidate

towns must demonstrate that a range of destinations is within easy cycling distance from their residential centres. They will require political support, and a commitment to maintain new infrastructure and complementary promotion measures.

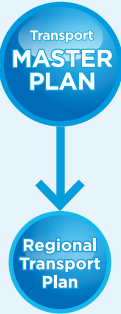
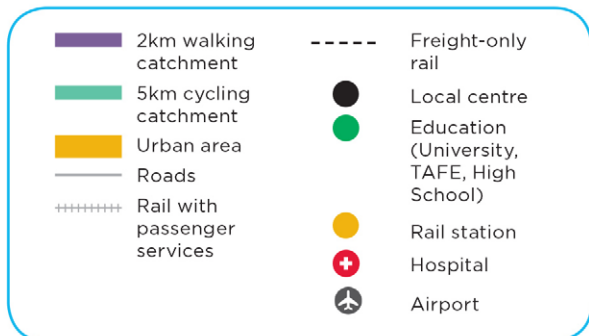
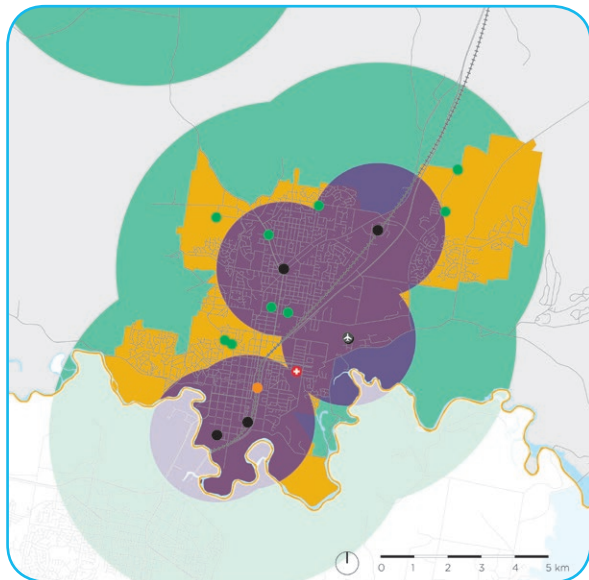
Cycling Towns Programs may include bicycle network construction and bicycle parking facilities, complemented by local government funded encouragement programs, and support for tourist routes and information for visitors.

### Action: Improve information about walking and cycling routes and facilities

We will get people walking and cycling more by promoting the benefits of active transport, improving customer information, and developing guidelines and resources for local government. This will include improved online resources, such as trip planning, as well as other programs to promote walking and cycling for transport.

We will also continue to sponsor events and community programs, such as NSW Bike Week, which promote active transport.

**Figure 9** Albury-Wodonga walking and cycling catchments



## Albury-Wodonga

Albury-Wodonga is a significant urban area with a residential population of just over 80,000, making it the largest urban centre serving the region. It is a Major Regional Centre for the Murray-Murrumbidgee region.

It is a regional focal point providing high levels of services, employment and housing. It supports and services key industries including health services, hospitality, tourism, retail and education.

The draft *Murray Regional Strategy* prepared by the Department of Planning and Infrastructure forecasts approximately 10,000 additional dwellings in the Upper Murray sub-region by 2031, of which the majority will be in and around Albury.

### Action: Improve public transport services

The transport service improvement program for Albury will support the growth of Albury and its role as a Major Regional Centre by identifying:

- Opportunities for improved service frequencies to key destinations
- Opportunities for extending hours of operation to include earlier and later services on weekdays, and later services on Thursday nights and Saturdays
- The potential for the introduction of Sunday services

- Improved services between Albury and Wodonga – frequency, reliability and interchange
- Opportunities to improve the infrastructure that supports public transport services, such as bus stops and shelters, terminal facilities and customer information.

### Action: Improve opportunities for walking and cycling

We support the implementation of better facilities for walking and cycling, including the provision of cycle parking facilities at transport interchanges, centres, schools and hospitals.

Albury City Council also has opportunities to seek support for new links through our funding mechanisms.

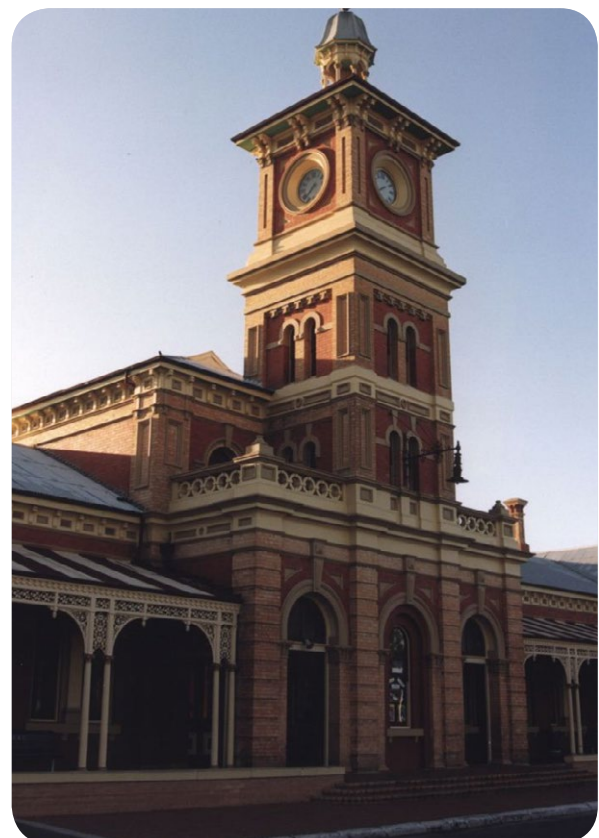
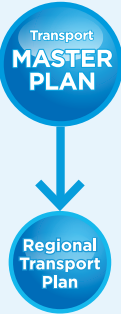
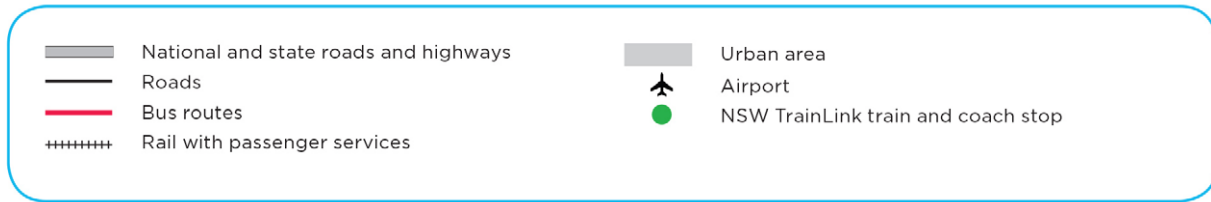
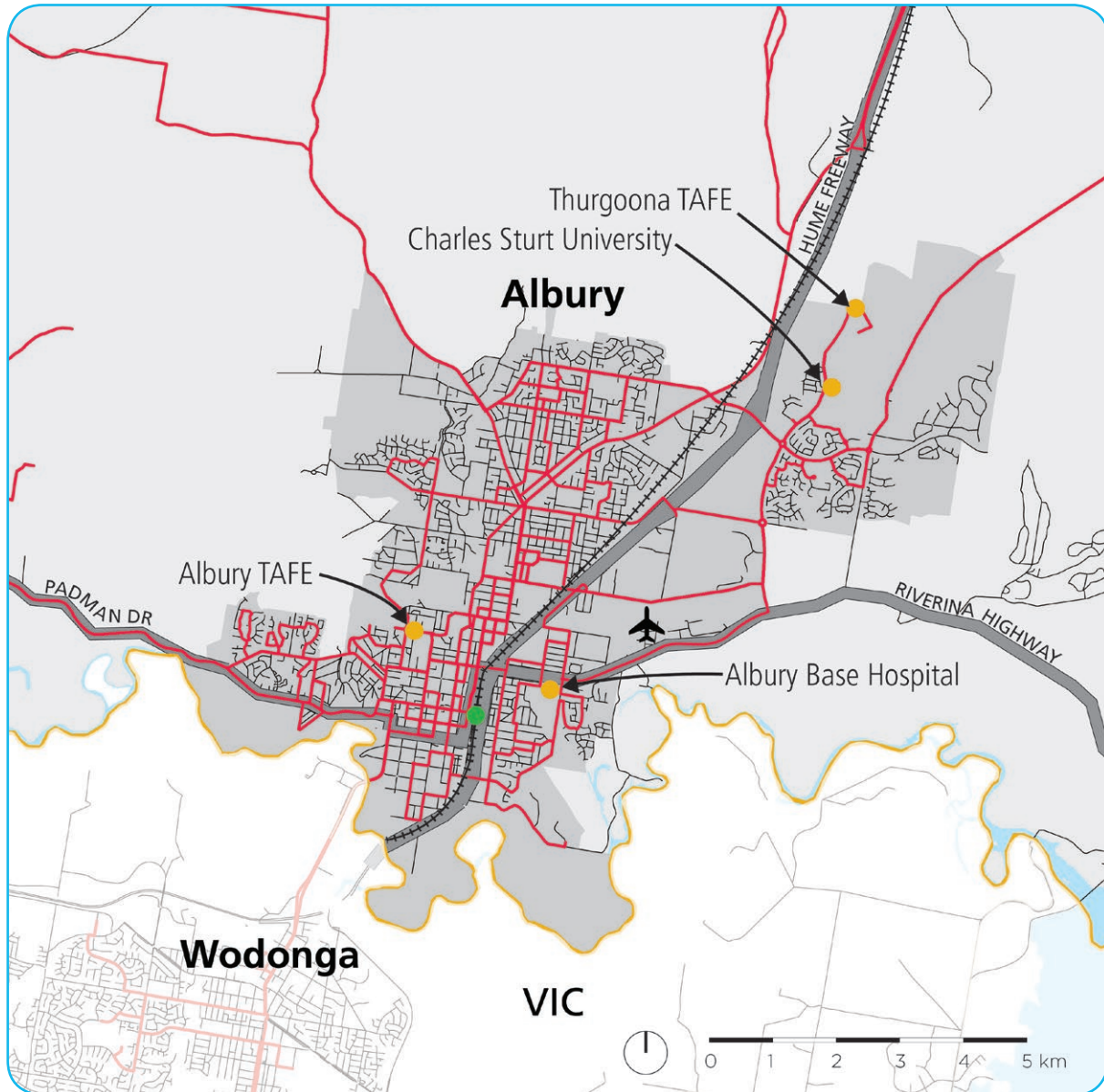


Figure 10 Albury town map



## Wagga Wagga

Wagga Wagga is a major regional centre for the Murray-Murrumbidgee region. It is NSW's largest and fastest growing inland city with a population of 62,871.

It is a regional focal point providing high levels of services, employment and housing. It supports and services key industries that include health services, hospitality, tourism, retail, education, manufacturing, agriculture and food production.

The proposed redevelopment of Wagga Wagga Base Hospital includes additional emergency capacity and operating theatres which will require additional public transport services.

Wagga Wagga City Council projections indicate an increase in population of approximately 16,000 by 2031.

### Action: Improve public transport services

The transport service improvement program for Wagga Wagga will support the growth of Wagga Wagga and its role as a Major Regional Centre by identifying:

- Opportunities for improved service frequencies to key destinations
- Opportunities for extending hours of operation to include earlier and later services on weekdays, and later services on Saturdays

- The potential for the introduction of Thursday, Friday and Saturday night services as well as Sunday services
- Opportunities to improve the infrastructure that supports public transport services, such as bus stops and shelters, terminal facilities and customer information.

### Action: Improve opportunities for walking and cycling

We support the implementation of better facilities for walking and cycling, including the provision of cycle parking facilities at transport interchanges, centres, schools and hospitals.

Wagga Wagga City Council also has opportunities to seek support for new links through our funding mechanisms.

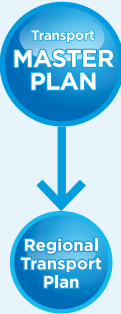
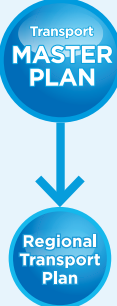
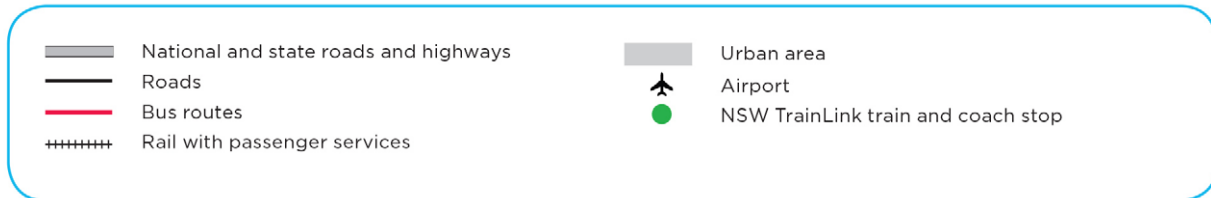
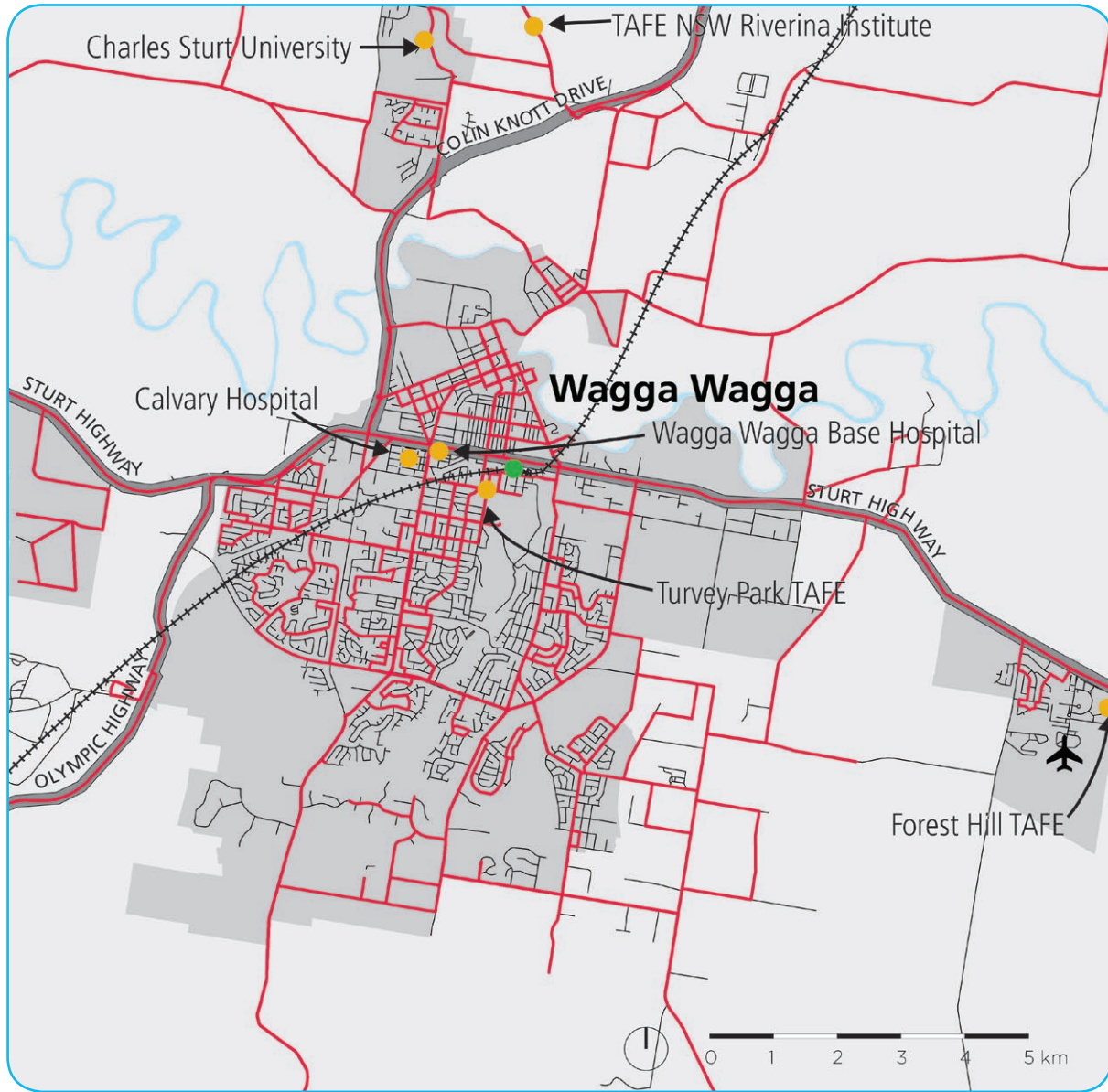




Figure 11 Wagga Wagga town map



## Griffith

Griffith provides retail and business activities, health and professional services to the surrounding rural communities.

Griffith is located mid way between the international port gateways of Port Botany and Melbourne, and it is an important rail freight origin for export by local producers. Large volumes of freight currently travel by road through the Griffith urban area and several school zones to reach the intermodal terminal in the Griffith CBD for transfer to rail.

### Action: Improve public transport services

The transport service improvement program for Griffith will develop transport initiatives to improve the attractiveness of public transport. These improvements may include:

- Opportunities for improved service frequencies to key destinations
- Opportunities for extending hours of operation to include earlier and later services on weekdays, and later services on Saturdays

- Opportunities for the introduction of clock face timetables
- Improvements to route directness and legibility
- Opportunities to improve the infrastructure that supports public transport services, such as bus stops and shelters, terminal facilities and customer information
- Opportunities for coverage gaps to be provided by flexible/demand responsive services.

### Action: Improve opportunities for walking and cycling

We support the implementation of better facilities for walking and cycling, including the provision of cycle parking facilities at transport interchanges, centres, schools and hospitals.

Griffith City Council also has opportunities to seek support for new links through our funding mechanisms.

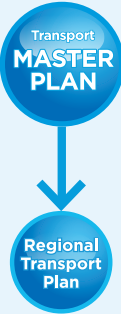
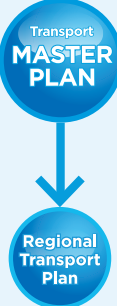
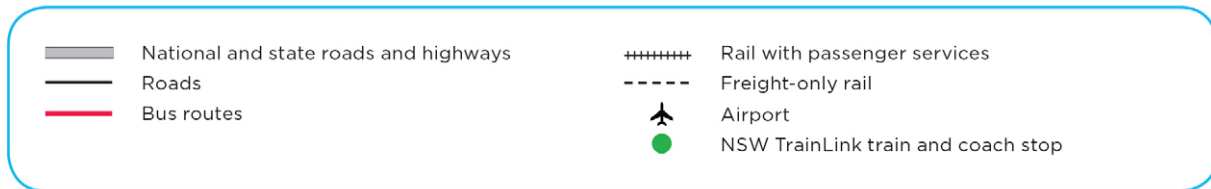
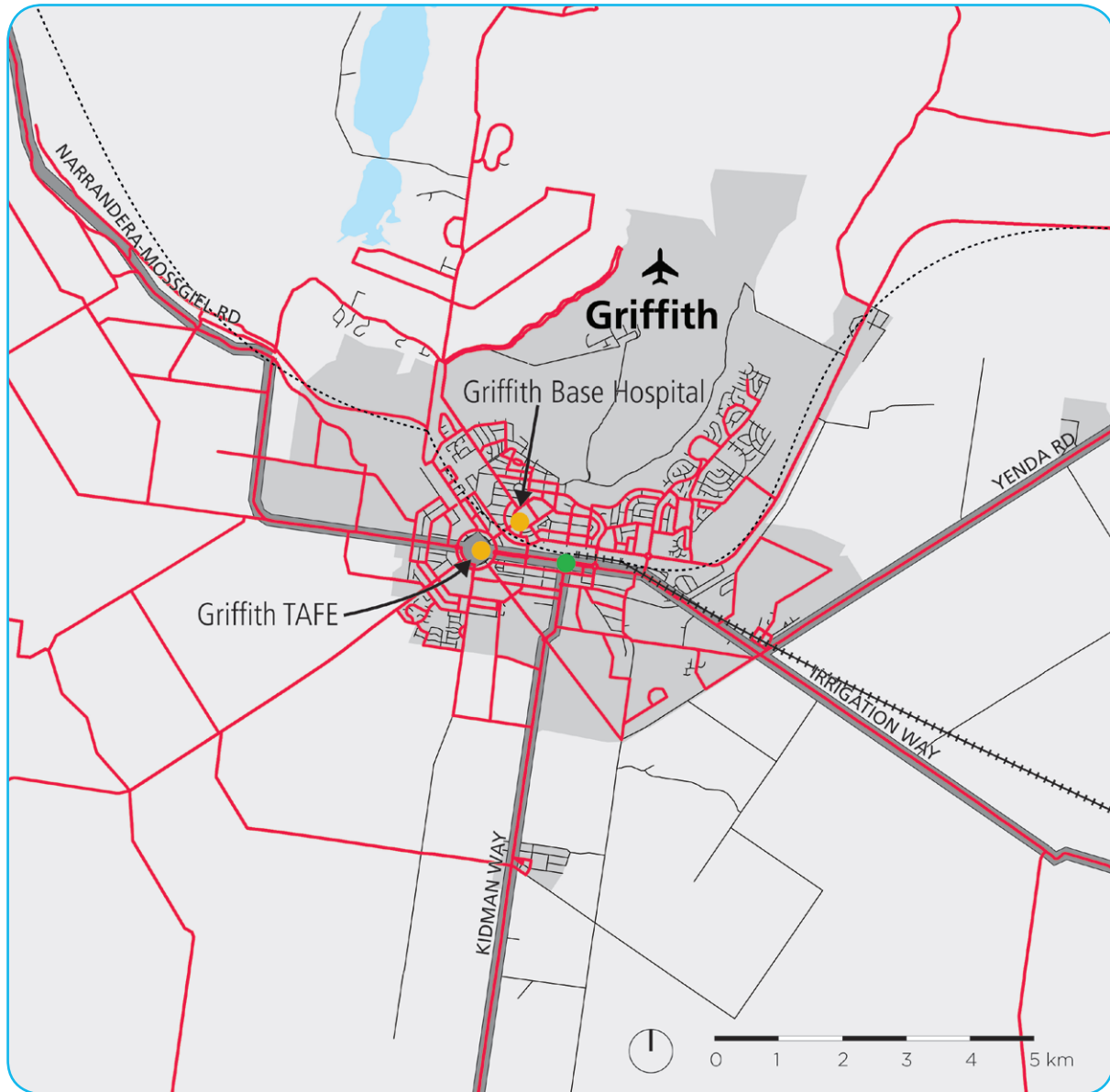


Figure 12 Griffith town map



## IMPLEMENTATION AND DELIVERY

An Implementation and Delivery Plan will be developed to support this Regional Transport Plan.

This will provide the detail to inform how the Regional Transport Plan is being delivered.

As well as the Implementation and Delivery Plan, the NSW Government will continue to invest in transport infrastructure as part of our ongoing investment program.

### Investing in the region

Delivering improvements to transport will require sustained investment. This investment will come from the NSW Government, from local councils and from the Australian Government in major projects.

Transport for NSW will continue to work in partnership with local government and the Australian Government on delivering transport improvements.

### Delivering for the region

The *Murray-Murrumbidgee Regional Transport Plan* supports the *NSW Long Term Transport Master Plan*, released in December 2012.

The Regional Transport Plan is as much about planning and investing for the long term as it is about short term action. Work is already underway and detailed planning and design on many of these projects has already commenced. In addition, we will continue to identify and prioritise actions for the future, so that they may be delivered as funding becomes available.

The *Murray-Murrumbidgee Regional Transport Plan* will be closely aligned to the Department of Planning and Infrastructure's *Murray Regional Growth Plan*.

Inputs will include future road corridor definitions and other programs to support future changes in land use, population and development.

The NSW Government is working hard to ensure that our regional land use and transport plans are aligned, ensuring the greatest benefit from our investment and for our transport customers.

### Taking action

Consistent with the *NSW Long Term Transport Master Plan*, Transport for NSW will focus on delivering the *Murray-Murrumbidgee Regional Transport Plan*.

This focus on delivering the planning will include:

- Providing an annual update of the Regional Transport Plan including detailed reports on the progress of implementing the initiatives contained in this plan
- Reviewing the Regional Transport Plan every five years
- A commitment to ensure decisions are founded on a solid evidence base
- Continued collaboration with Riverina Eastern Regional Organisation of Councils, Riverina and Murray Regional Organisation of Councils, Riverina and Murray Regional Development Australia, local councils and other stakeholders to support delivery of the Regional Transport Plan and to respond to future planning needs
- A commitment to extensive community engagement and customer consultation as we develop the initiatives in the Regional Transport Plan.



## WE LISTENED

Our commitment to customers involves listening to people in the Murray-Murrumbidgee region. We have received extensive feedback through the NSW Long Term Transport Master Plan consultation process and from direct customer feedback through the Regional Household Travel Survey Pilot.

### NSW Long Term Transport Master Plan

More than 1,200 submissions were received during the development of the NSW Long Term Transport Master Plan including specific submissions identifying transport issues in the Murray-Murrumbidgee region. A Murray-Murrumbidgee Regional Forum was held on 23 March 2012 in Wagga Wagga with more than 50 people in attendance following the release of the *NSW Long Term Master Plan Discussion Paper*.

In addition, meetings were held with local, state and Australian government representatives during mid 2013.

Specific suggestions were made throughout the consultation process to improve transport within the Murray-Murrumbidgee region including:

- A better, more integrated, cross-border relationship with Victoria
- A more flexible transport service to cater for people experiencing transport disadvantage
- Better management of freight movement through the region and their impact on local communities
- Improved public transport provision for regional areas into centres
- Reform of public transport fares.

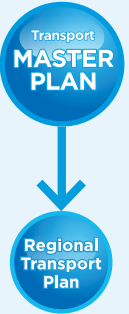
### REGIONAL HOUSEHOLD TRAVEL SURVEY PILOT

The Regional Household Travel Survey Pilot was undertaken by Transport for NSW during 2012 to help us understand what influences the transport decisions of people in the Murray-Murrumbidgee region.

This survey was a pilot with a relatively small sample size. However, the results provide insight that informed this plan.

The top four reasons for travel in the Murray-Murrumbidgee region are shopping (24 percent), social and recreational purposes (24 percent), commuting to work (21 percent) and serving as a passenger (20 percent).









For more information, visit [www.transport.nsw.gov.au](http://www.transport.nsw.gov.au)

