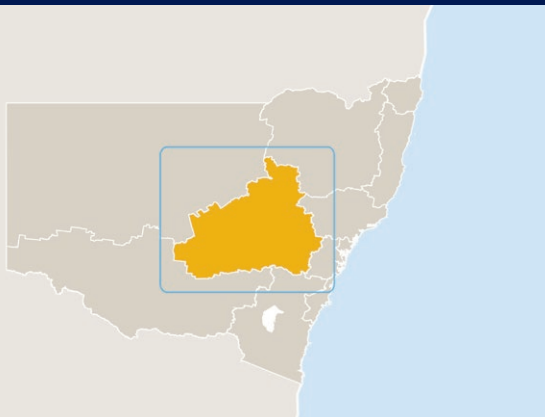


# CENTRAL WEST

## Regional Transport Plan

December 2013



**Central West Regional Transport Plan**

December 2013

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**Transport for NSW**

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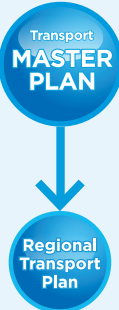
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## MINISTERS' MESSAGE

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 that should be considered and planned for.

The *Central West 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 population changes in the Central West region and considers the need to improve road corridors and public transport between the four major town centres within the region, as well as the growing impact of tourism.

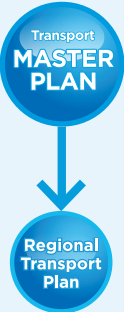
With major investments to upgrade the Newell Highway and plans for similar work on the Mitchell, Great Western and Mid Western highways and a commitment to increase public transport within the region, the plan ensures Central West residents will have better connections to jobs, study and town centres - now and into the future.

The Central West region will also benefit from better management of freight, with improvements to the road surface of the heavy vehicle bypass at West Wyalong.

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 Central West region has strong east to west road and rail connections across the Blue Mountains to Sydney, through the Hunter Valley to Newcastle, and to the Western region through Dubbo and Parkes.

There are also strong north to south links to the New England, Southern and Murray-Murrumbidgee regions by road along the Newell, Mitchell and Castlereagh highways. These highways play important roles in connecting the region.

Transport demand is generated by a series of towns with different services that residents and visitors access including hospitals, universities, TAFEs and shopping centres.

Buses, taxis, community transport, active transport and the rail and road networks all have a part to play in the integrated transport system for the Central West region.

The Central West region is a major agricultural, industrial and commercial region, rich in natural resources, and spanning the Central Tablelands and plains.

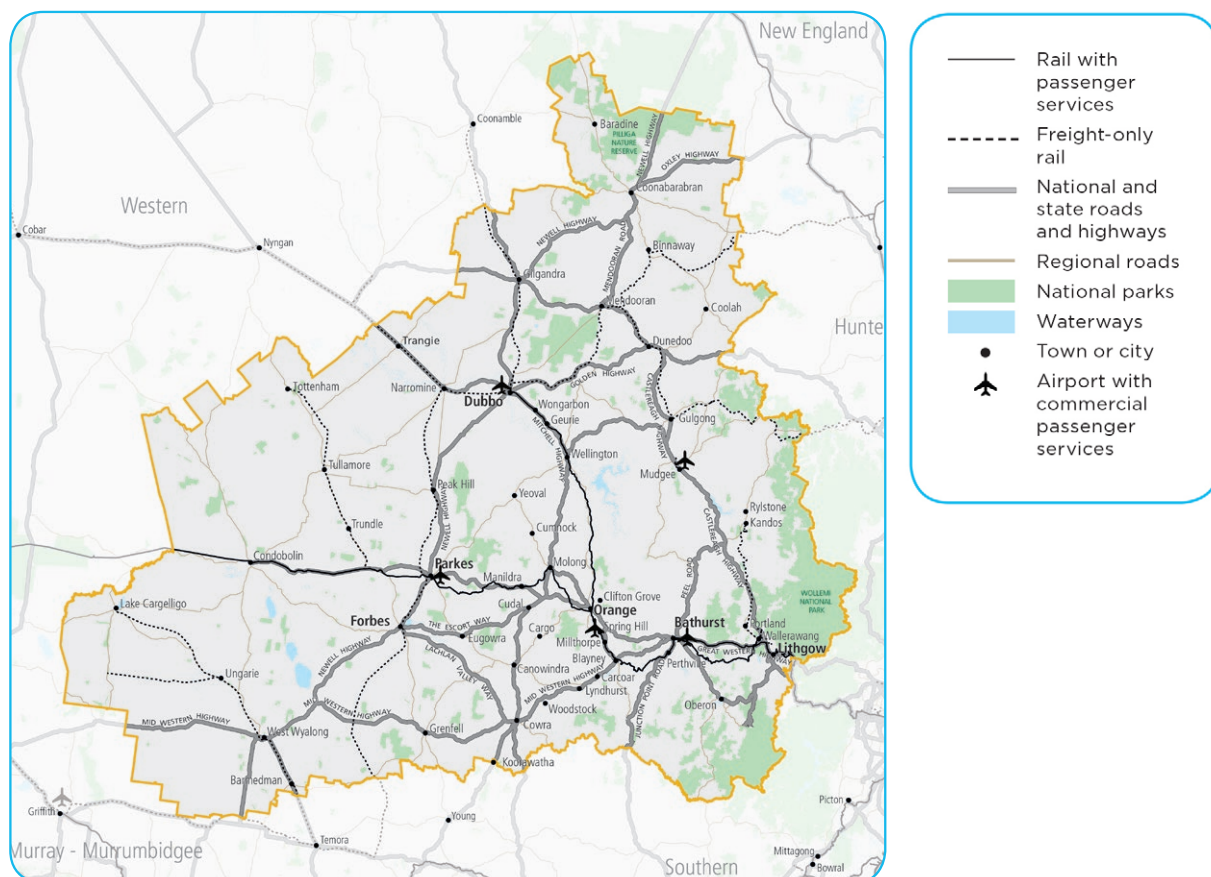
The region has a varied range of centres including Orange, Dubbo, Bathurst, Lithgow, Parkes, Cowra, Mudgee and Forbes.

Much of the region's economic activity occurs within the Major Regional Centres of Bathurst, Orange and Dubbo. As well as having the highest proportion of population and employment, these centres are hubs for health and education. This is also where most of the growth has been occurring over recent years.

Some of these centres also serve residents and communities located in Western region, as their closest major centres with higher order services.

Our customers in the Central West region told us that public and community transport connections to key centres and services was a priority. They also told us that we need to plan to support economic growth in the region.

**Figure 1** The Central West region



The Central West region has a population of approximately 273,000. Approximately 41 percent of its population is concentrated within the four major centres.

- Orange – 36,000 (13 percent)
- Dubbo – 34,000 (12 percent)
- Bathurst – 33,000 (12 percent)
- Lithgow – 12,000 (four percent)

Other major towns in the region include:

- Cowra
- Forbes
- Mudgee
- Parkes.

The rest of the population is dispersed across many small settlements. This lends itself to travel patterns that are dispersed across the region.

While the majority of travel is to the centres, trips begin at a variety of origins. This type of trip pattern is difficult to serve by public transport and is often more suited to the private car.

The population of the Central West region is expected to experience slow growth over the next 20 years. Growth is expected to occur in the region's centres.

The region's population is ageing. The only age group forecast to increase in proportion is the 65 and over group. The proportion of the population aged 65 or over will increase from 17 percent in 2011 to 26 percent in 2031. This compares to an increase from 15 percent to 20 percent for NSW. 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 enjoys a growing and diverse industry mix. Health care and social assistance (13 percent of total employment), retail (11 percent), agriculture (10 percent), education (10 percent) and manufacturing (8 percent) are the dominant employment industries.

There is a strong educational sector within the region focused in Orange and Bathurst.

Tourism is a growing industry sector and is becoming increasingly important in terms of employment. Visitors are attracted to the region for its food and wine as well as its natural and heritage attractions.

The majority of these industries are located within town centres and therefore there is a need for high quality public transport and road connections to these centres at appropriate times.

The Central West region suffers from a high proportion of social disadvantage. The larger regional centres have higher liveability with pockets of disadvantage, while some of the smaller towns and villages have higher levels of disadvantage.

There is a high proportion of unemployment and a high percentage of vulnerable community members, (including the young, Aboriginal, elderly and people with a disability) in the region.

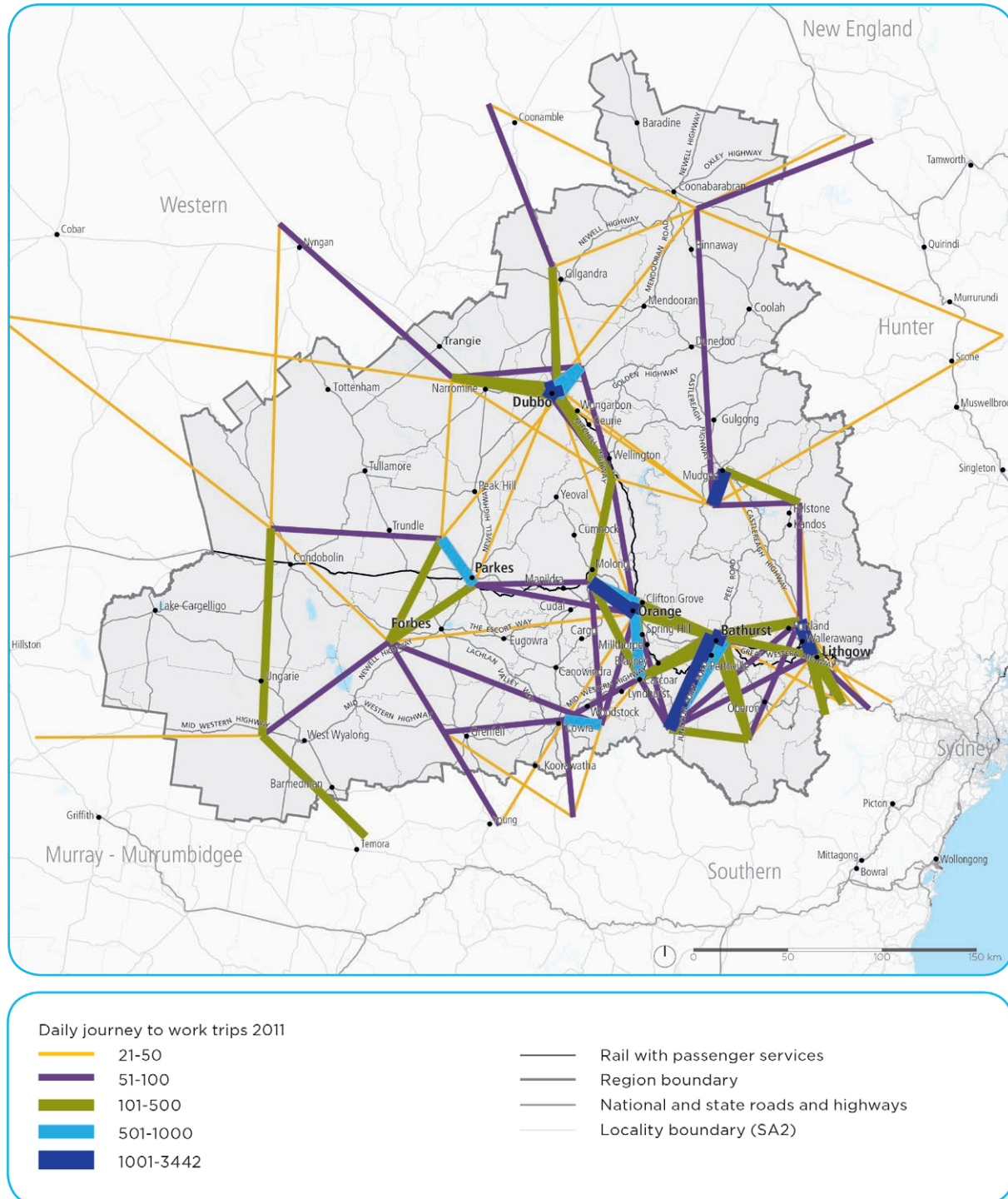
In addition, many people in the region do not have access to private vehicles. On average, the region's households have 1.82 driver licences per household, which is below the state average of 1.89. The number of registered passenger vehicles per household is 0.87, compared to the state average of 1.00.

Poor access to transport contributes to social disadvantage and accessibility issues associated with long distances and limited public transport options.

At the same time, approximately 93 percent of all trips in the region, including journey to work, are by private vehicle. Walking makes up approximately five percent of trips while public transport makes up less than one percent.

The limited range of public transport options within the region is a contributing factor to the high level of dependence on car travel.

**Figure 2** Journey to work origins and destinations in the Central West region



The population density of the Central West region is relatively dispersed compared to the NSW average (2.8 persons / km<sup>2</sup> compared to 9.0 persons / km<sup>2</sup>). The majority of the region's centres are located in the southern half of the region, particularly along the east-west Great Western Highway and Mitchell Highway corridor.

There are a number of gold mines in the region including Cadia Valley, North Parkes, Lake Cowal as well as coal mining near Lithgow and Mudgee.

The Central Tablelands in the east around Bathurst, Blayney, Oberon and Lithgow are characterised by extensive softwood plantations and timber industry, whereas in the west, areas such as Lachlan are predominately farming, including grain, sheep, wool and beef production.

New commuting patterns have emerged as a result of the growth in the mining industry, especially around Mudgee with a large number of 'fly in fly out' or 'drive in drive out' movements.

The distribution of industry also contributes to a high volume of freight movements on many of the highways in the region, predominately heading east towards Sydney, Port Kembla and the Port of Newcastle, as well as north to south between Queensland and Victoria.

The east to west transport corridor of Lithgow, Bathurst, Orange and Parkes along the Great Western Highway and the Main West rail line travelling into Sydney form the economic spine of the region.

Improving road safety on the major road and freight corridors, such as the Great Western Highway and the Bells Line of Road, is one of the major transport issues in the region.

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

**Table 1** Regional characteristics and transport implications

Characteristic	Transport implication
Slowly growing population	<ul style="list-style-type: none"> <li>• Greater travel demand as population increases</li> <li>• Need to manage 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 then to community transport to reduce car dependency</li> </ul>



Characteristic	Transport implication
Employment clustered in major centres	<ul style="list-style-type: none"> <li>Transport services to/from major towns and cities are critical</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>
Social disadvantage	<ul style="list-style-type: none"> <li>Limited public transport services increase levels 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>Increased reliance on private cars</li> <li>Dispersed trip patterns that work against public transport</li> <li>Flexible and innovative arrangements are needed to serve people in small settlements</li> <li>Need to provide adequate intra-regional transport</li> </ul>
Road safety	<ul style="list-style-type: none"> <li>Heavy vehicle crashes in the Central West region are found along the Great Western Highway from Lithgow to Bathurst, the Mitchell Highway from Bathurst to Molong and along the Newell Highway with clusters around Parkes, Dubbo and Coonabarabran</li> <li>Pedestrian casualty crashes are clustered in the urban areas of Bathurst, Orange, Parkes and Dubbo</li> </ul>
Domestic and international tourism	<ul style="list-style-type: none"> <li>Need to maintain connectivity for tourist movements</li> <li>Seasonal tourism demands can impact on local transport networks</li> </ul>



## DELIVERING CHANGE

Some of the initiatives already underway in the Central West region include:

- Introduction of a new daily return train service between Bathurst and Sydney
- The introduction of NSW TrainLink, which operates services to the Central West region, and for the first time provides a dedicated organisation focused on improving services for our rail customers in regional NSW
- Continued improvements to the Country Rail Network including installation of steel sleepers, replacement of timber bridges and culverts, level crossing upgrades and track resurfacing
- Completion of the upgrade to the Dubbo to Coonamble rail line which will allow current trains to run at higher speeds and allow more powerful locomotives to operate on the line
- Improvement works on railway level crossings on the Newell Highway (Gilgandra), Boree Street (Manildra) and Mogriguy Road (Eumungerie)
- Introduction of four daily return services from Wellington to Dubbo and four daily return services from Narromine to Dubbo, Monday to Friday with the use of Regional Excursion Daily Tickets for customers
- Release the Bells Line of Road study and a commitment to further work on protection of the corridor
- New cycle facilities for the transport interchange at Bathurst
- An acceleration of the school zone flashing lights program, to ensure every school in NSW has a set of flashing lights by December 2015
- Providing safer roads through installation of wire rope safety barriers and shoulder widening at Rocks Hill Bathurst and safety improvements at Fitzgeralds Mount to target head-on and run-off crashes
- Trial of wide centre line treatment near Parkes, which is now being adopted more widely on the Newell Highway
- At Dubbo, additional coach and bus bays will be added at the interchange, plus new footpaths and extra commuter parking spots
- An interchange upgrade at Lithgow including improved footpaths, new cycle facilities and repairs to the road along Railway Parade
- Improvements including a new taxi zone, traffic island and footpaths for the transport interchange at Parkes
- Investigation of the Golden Highway as a freight corridor from the Central West region to the Port of Newcastle
- 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.

### 2012-13 CENTRAL WEST ROAD NETWORK MAINTENANCE PROGRAM

In the 2012-13 financial year we spent \$74.8 million on upgrading and maintaining over 2,500 kilometres of major roads in the Central West region, including works on pavement and corridors. We also spent \$9.8 million on upgrading and maintaining over 430 bridges in the region.

We provided \$20.9 million to the local councils within the Central West region to assist with road restoration after natural disaster damage and \$28 million for maintenance and improvement of their road networks.

The works undertaken on major roads and bridges included resurfacing over 2,200,000m<sup>2</sup> of roads and rebuilding 125,000m<sup>2</sup> of roads at a cost of \$13.4 million and \$17.7 million respectively.

Other major works undertaken in the Central West region included the replacement of Holman Bridge over Lachlan River on Grenfell-Orange Road at Gooloogong, road realignment on Castlereagh Highway at Cudgegong, repair of the bridge over the Abercrombie River on Goulburn-Bathurst Road and upgrade of drainage on Great Western Highway at Raglan Creek.





## Traffic Management and Road Safety Program

LGA	Projects	Financial year	Status	Cost (\$)
<b>Road freight safety and productivity</b>				
Cabonne	Gamboola rest area upgrade on Mitchell Highway	2011-12	Completed	326,053
	Larra Lee rest area upgrade on Mitchell Highway	2011-12	Completed	287,741
Wellington	Two Mile rest area upgrade on Mitchell Highway	2011-12	Completed	181,241
Dubbo	Upgrade Dubbo regional livestock market	2013-14	Commenced August 2013	1,144,700
<b>Railway level crossings</b>				
Cabonne	Railway level crossing improvements in Amaroo Road, install lights and boom gates	2011-12	Completed	941,896
	Railway level crossing improvements in Boree Street Manildra, install lights and boom gates	2011-13	Completed	1,334,822
Bathurst Regional	Railway level crossing improvements in Bathampton Road Wimbledon, install lights and boom gates	2011 -12	Completed	925,649
Dubbo	Railway level crossing improvements in Wheelers Lane, Dubbo install boom gates	2011-12	Completed	219,239
	Railway level crossing improvements in Mogriguy/ Eumungerie, install boom gates	2012-13	Completed	944,171
	Upgrade Troy Junction rail crossing	2013-14	Commenced October 2013	1,500,000
Gilgandra	Railway level crossing improvements on the Newell Highway in Gilgandra install boom gates	2012-13	Completed	758,366
Parkes	Railway level crossing improvements in Nash Street, Parkes, install boom gates	2013-14	Commenced August 2013	700,000





LGA	Projects	Financial year	Status	Cost (\$)
Narromine	Railway level crossing improvements in Dandaloo Street Narromine	2013-14	Anticipated start June 2014	863,000
<b>Active Transport</b>				
Forbes	Forbes cycleway - Lake Forbes stage 2	2012-13	Completed	150,000
	Forbes cycleway - Lake Forbes Bridge	2012-13	Completed	150,000
	Forbes cycleway - Lake Forbes stage 3	2013-14	Commenced October 2013	150,000
Dubbo	Dubbo cycleway - Margaret Crescent stage 1	2012-13	Completed	105,000
Orange	Orange - cycleway signage: installation of direction signage and pavement markings to define existing cycle routes and cycle lanes on roads	2013-14	Anticipated start late 2013	5,000
	Orange - District Cycling Guide: develop a district cycling guide that will be available to all visitors coming to the region. The guide will provide route information, highlight local tourism destinations and safety information	2013-14	Anticipated start late 2013	5,000
	Orange Cycleway between McLachlan and Spring Streets: construction of a 2.5 metre wide concrete off-road walking and cycling path along the southern side of Blackmans Swamp Creek from McLachlan Street to Spring Street, Orange (580 metres)	2013-14	Anticipated start late 2013	50,000
	Orange cycleway design - Northern Distributor: design for a 2.5 metre wide concrete off-road walking and cycling path along the southern side of the Northern Distributor Road from Molong Road to Telopea Way, Orange (2560 metres)	2013-14	Anticipated start late 2013	10,000

LGA	Projects	Financial year	Status	Cost (\$)
Gilgandra	Gilgandra cycleway – Jack Renshaw Bridge: part 1 of stage 2 – construction of a 2.5 metre wide timber decked off-road walking and cycling path (boardwalk) along the north western foreshore of the Castlereagh River from the Jack Renshaw Bridge (Newell Highway) underpass to the existing footpath of the Newell Highway, Gilgandra	2013-14	Anticipated start late 2013	40,000
Lachlan	Lachlan cycleway – Gulf Links Road stage 1: design and construction of a 2.5 metre wide spray sealed off-road walking and cycling path along 1) the northern side of Gum Bend Road from 190 metres west of Moulder Street to Golf Links Road (260 metres); 2) the eastern side of Golf Links Road from Bathurst Street to Silos Road, Condobolin (Stage 1 = 1450 metres)	2013-14	Anticipated start late 2013	42,000
Bathurst Regional	Bathurst cycleway – Bradwardine Road: construction of a 2.5 metre wide concrete off-road walking and cycling path along the southern side of Bradwardine Road from Suttor Street to the Mitchell Highway/Vittoria Street, Bathurst (750 metres)	2013-14	Anticipated start late 2013	75,000
Warrumbungle	Warrumbungle cycleway – Getaway Tourist Park: construction of a 2.5 metre wide concrete off-road walking and cycling path along the north eastern side of the Newell Highway from the 'Getaway Tourist Park' to Kirban Street, Coonabarabran (500 metres)	2013-14	Anticipated start late 2013	60,000





LGA	Projects	Financial year	Status	Cost (\$)
Cabonne	Cabonne cycleway - Manildra Mandagery Creek: design and construction of a 2.5 metre wide off-road walking and cycling path 1) in concrete along the eastern side of the access road to and around the eastern side of the Jack Huxley Oval from Loftus Street to north western corner of the oval complex (550 metres); and 2) spray sealed to and along the southern side of Mandagery Creek from the Jack Huxley Oval complex to the northwest corner of the Parkes Street/Mandagery Street road corridor (650 metres), Manildra (1,200 metres)	2013-14	Anticipated start late 2013	80,000
	Cabonne Cycleway design - Belubula River Bridge: design of a 2.5 metre (minimum) wide concrete off-road walking and cycling path along the western side of the John Grant Bridge (Tilga Street MR310), across the Belubula River floodway, from 20 to 120 metres north of Newton Street, Canowindra (100 metres)	2013-14	Anticipated start late 2013	30,000
Cowra	Cowra Cycleway - POW Peace Precinct	2012-13	Completed	215,000
Mid Western Regional	Mid Western Cycleway - Bellevue Estate	2011-13	Completed	115,343
	Mid Western cycleway - Lawson Park	2013-14	Anticipated start late 2013	150,000
<b>Bus priority on strategic corridors</b>				
Dubbo	Bus bay at Terramungramine on Newell Highway	2011-12	Completed	115,903

LGA	Projects	Financial year	Status	Cost (\$)
<b>Journey reliability</b>				
Dubbo	Safety improvements on Ballimore Road	2011-13	Completed	1,544,224
	Roundabout upgrade on Newell Highway and Mitchell Highway	2013-14	Anticipated start June 2014	200,000
Dubbo	Upgrade the intersection of Burraway Road and Newell Highway in Brocklehurst	2013-14	Commenced July 2013	500,000
	Install traffic signals at Cobra Street and Fitzroy Street in Dubbo	2013-14	Commenced July 2013	150,000
Forbes	Provision of a turning lane on Newell Highway at Forbes	2012-13	Completed	452,001
<b>Road safety</b>				
Orange	Install traffic signals and pedestrian crossing at Mitchell Highway and Lone Pine Avenue in Glenroi	2011-13	Completed	325,724
	Install roundabout at Orange Hill and Dalton Street	2012-13	Completed	360,000
	Orange centre pedestrian safety improvements on Mitchell Highway	2013-14	Anticipated start June 2014	200,000
	Culvert improvements at Mitchell Highway and Millthorpe Blayney Road Box	2013-14	Commenced July 2013	781,000
Cabonne	Safety works along Burrendong Way in Cabonne	2010-11	Completed	410,000
	Install wire rope along Cargo Road	2011-12	Completed	920,980
	Intersection improvements at Mitchell Highway and Larras Lee Road in Cabonne	2011-13	Completed	437,273
	For shoulder widening and minor intersection improvements on Stuart Town Road	2010-11	Completed	300,000




LGA	Projects	Financial year	Status	Cost (\$)
Cabonne	Widen curves and install safety barriers on The Escort Way in Borenore, 65 kilometres west of Amaroo Road	2012-13	Completed	605,811
	Widen shoulders, install wire rope barriers, upgrade seal and intersection treatment at Mitchell Highway in Molong, near Amaroo Road, Guanna Hill Road and Strathmore Lane	2012-13	Completed	1,096,214
	Intersection improvements in Gavins Lane	2012-13	Completed	306,809
Oberon	Safety improvements on Main Road 253, 14 kilometres north of Oberon	2010-11	Completed	474,081
	Widening existing curves and provision of new guard fence at Oberon Road and Taralga Road in Paling Yards	2012-13	Completed	464,550
	Edith curve improvements on Main Road 253	2011-12	Completed	466,463
	Safety improvements on Main Road 253, 14 kilometres north of Oberon	2010-11	Completed	551,787
Blayney	Road safety improvements at Burnt Yards Road west of Blayney	2011-12	Completed	195,825
	Road realignment at Mid Western Highway	2011-12	Completed	912,248
Warrumbungle	Curve reshape at Main Road 129 and Baradine Road	2010-11	Completed	200,000
	Safety improvements on Oxley Highway at curves east of Coonabarabran	2012-13	Completed	655,466
	Install safety barrier on Main Road 334 at Ross Gully	2011-12	Completed	118,478
	Install safety barrier on Main Road 334 at Mulligans Gully	2011-12	Completed	101,390
	Widen shoulders, install profile edge line and audio tactile centre line on Newell Highway, north of Oxley Highway, Coonabarabran	2013-14	Completed	385,000
	Safety improvements at Newell Highway and north of No 1 Break Road	2013-14	Anticipated start late 2013	505,000



LGA	Projects	Financial year	Status	Cost (\$)
Warrumbungle	Widen shoulders, install profile edge line and audio tactile centre line on Newell Highway, north of Oxley Highway, Coonabarabran	2013-14	Completed	326,629
Bathurst Regional	Intersection improvements at Mitchell Highway and Boundary Road	2010-11	Completed	548,887
	Middle curves safety works along Mitchell Highway in Rocks Hill	2013-14	Completed	700,000
	Rocks Creek crossings works along Mitchell Highway	2011-13	Completed	2,617,035
	Culvert improvement near property 1316 on Mid Western Highway	2011-13	Completed	499,149
	Safety improvements on Mid Western Highway in Fitzgeralds Mount	2011-13	Completed	4,830,804
	Install channelised turn treatment at Mitchell Highway and Boundary Road in Robin Hill	2011-12	Completed	305,000
	Widen and seal pavement at Freemantle Road in Bathurst	2012-13	Completed	623,138
	Stage 3, safety improvements along Mitchell Highway Rocks Creek	2012-13	Completed	1,600,000
	Install safety barrier on the Mitchell Highway 5 kilometres west of Bathurst	2013-14	Anticipated start February 2014	1,500,000
	Install middle curves safety works at Mitchell Highway in Rocks Hill	2012-13	Completed	2,044,777
Lachlan	Curve widening on Main Road 231, East of Lake Cargelligo	2012-13	Completed	351,800
Cowra	Safety improvements at Mid Western Highway and Walli Road	2011-13	Completed	441,561





LGA	Projects	Financial year	Status	Cost (\$)
Dubbo	Safety improvements on the Mitchell Highway and south Bunninyong Road	2010-11	Completed	360,207
	Improve intersection at Newell Highway and Minore Road	2012-13	Completed	104,157
	Install single lane roundabout at Fitzroy Street and Bultje Street Intersection, Dubbo	2013-14	Anticipated start late 2013	275,000
Dubbo	Safety improvements at South Buninyong Road	2011-12	Completed	528,774
Wellington	Shoulder widening on Main Road 7512 east of Muronbung	2012-13	Completed	665,000
	Stuart Town Road crossing improvements	2012-13	Completed	170,000
	Safety improvements at Main Road 233 (Gulgong-Parkes) 9 kilometres east of Wellington	2011-12	Completed	384,000
Lithgow	Safety improvements at Great Western Highway east of Lithgow	2010-11	Completed	100,170
	Safety improvements at Great Western Highway and Castlereagh Highway	2012-13	Completed	103,766
	Safety improvements along Bells Line of Road spot 2	2011-13	Completed	300,000
	Safety improvements along Bells Line of Road spot 3	2011-13	Completed	806,534
	Seal shoulders and improve curve advisory signs on Sodwalls Road	2013-14	Anticipated start late 2013	390,000
	Local safety improvements at Browns Gap Road and Mid Hartley Road in Hartley	2012-13	Completed	245,000
Mid Western Regional	Road widening in Spring Creek Road	2010-11	Completed	462,000
	Widen and seal shoulders around curves and install curve advisory speed signs along Bylong Valley Way in Growee, near The Gulph, 19 kilometres north of Rylstone	2012-13	Completed	410,393
	Shoulder improvements Main Road 54 near Sofala	2012-13	Completed	216,051

LGA	Projects	Financial year	Status	Cost (\$)
Mid Western Regional	Install curve advisory signage, widen and seal shoulders around curves at Sofala Road in Ilford, 10 kilometres south of Ilford	2012-13	Completed	329,627
	Install right turn facility and curve warning signage on Ulan Road and Mudhut Creek in Ulan	2013-14	Commenced October 2013	550,000
	Intersection improvements at Ulan Road and Ridge Road	2013-14	Anticipated start late 2013	220,000
	Widen shoulders, extend culverts, remove hazards, improve signage and line marking on Yarrawonga Road, south of Spring Creek Road, Gulgong (Federally funded)	2013-14	Commenced October 2013	525,000
	Widen shoulder, hazard clearing and install safety barrier over 250 metres on Cope Road, 9.5 kilometres east of Gulgong (Federally funded)	2013-14	Commenced September 2013	430,000
	Widen shoulders and remove hazards on Cope Road, 3.8 kilometres east of Gulgong (Federally funded)	2013-14	Commenced October 2013	550,000
Parkes	Road safety improvements at Lachlan Valley Way east of Billabong Creek	2012-13	Completed	1,568,512

## Country Passenger Transport Infrastructure Grant Scheme

LGA	Improvement	Year	Cost (\$)
Cabonne	Memorial Park Canowindra NSW TrainLink bus stop	2011-12	23,200
Cowra	CHART Cowra hail and ride terminals	2011-12	34,000
	Bus shelter and interchange installation at King Street - Gooloogong	2012-13	36,915



LGA	Improvement	Year	Cost (\$)
Dubbo	Installation of a bus stop facility in Darling Street near intersection of Talbragar Street	2011-12	33,250
	Installation of a bus stop facility in Jack William Drive	2011-12	29,000
	Installation of a bus stop facility in Myall Street near intersection of Websdale Drive	2011-12	29,000
	Upgrade three existing bus shelter facilities in accordance with disability standards	2011-12	32,000
Mid Western	Ilford rest stop amenities - Ilford	2011-12	35,000
Lachlan	Taxi rank installation / upgrade at Bathurst Street - Condobolin	2012-13	50,000
Lachlan	Upgrade bus shelter at William Street - Condobolin	2012-13	10,000
Mid-Western	Upgrade existing taxi rank at Mortimer Street - Mudgee	2012-13	17,750
Narromine	Bus shelter installation at three locations; upgrade lighting / security at Railway Station; install J Poles at 11 locations - Narromine	2012-13	104,608
Wellington	Bus shelter installation at Simpson Street, Corner Whitely and Pierce Streets, Nanima Crescent and Lee Street; Install J Poles / bus signage along Mitchell Highway - Wellington	2012-13	88,000

## Transport Access Program

Focus Area	Location	Projects	Completion date	Status
Interchanges	Bathurst	Interchange upgrade	Anticipated December 2013	Planning
	Dubbo	Interchange upgrade	Anticipated December 2014	
	Lithgow	Interchange upgrade	Anticipated December 2014	
	Parkes	Interchange upgrade	Anticipated March 2015	

## Better Boating Program

LGA	Improvement	Year	Cost (\$)
Cowra	Lachlan River precinct upgrade - Passive boat ramp access	2012-13	20,000
Lachlan	Condobolin State Conservation Areas access ramp upgrade (Lachlan River)	2011-12	12,100
	Gum Bend Lake Reserve boat ramp pontoon, Condobolin	2011-12	29,900
Wellington	Lake Burrendong portable pontoon facilities (2), Mumbil	2011-12	25,000

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

The *NSW Long Term Transport Master Plan* identified the main 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 by getting the best use out of our transport networks and providing better road connections, rail passenger services and public transport within and between regional centres
- Making sure our State roads can support the needs of customers, communities and regional industries through improved road maintenance and safety
- Finding workable transport solutions that will protect the vitality, amenity and character of country towns
- Making walking and cycling easier and safer and giving customers choice when travelling within their towns
- Facilitating access to vital services for an ageing population with increasing rates of disability
- Identifying and preserving key transport corridors.



## SPECIFIC ACTIONS FOR THE CENTRAL WEST REGION IN THE NSW LONG TERM TRANSPORT MASTER PLAN

### Short term

- Our road network program will be focused on the Newell Highway upgrade including the Trewilga realignment near Peak Hill. We will also complete work to address localised congestion on the Great Western Highway in the Blue Mountains and in Kelso and on the Mitchell Highway in Bathurst, Orange and Dubbo. We will complete the study into the Bells Line of Road and look to protect the corridor for future transport needs.
- We will work on the realignment of Goanna Hill on the Mitchell Highway near Molong.
- The development of the *Central West Regional Transport Plan* and the renewal of bus contracts within the next five years offer opportunities to build for the future and seek better outcomes for bus users in the region that take into account the emerging customer needs. As part of our commitment to increasing public transport use to reduce reliance on cars, we will consider whether more flexible bus services tailored to the region's needs will achieve better outcomes.
- We will conduct a heavy duty pavement upgrade to accommodate heavy vehicle traffic on the heavy vehicle bypass at West Wyalong.

### Medium to longer term

- As traffic levels increase on the Newell Highway, further upgrades and additional overtaking lanes will be required to alleviate constraints and unsafe operations. Similar actions will be required on the Mitchell, Great Western and Mid Western highways to cater for growing travel between Bathurst and Sydney and Bathurst and Dubbo.
- We will work with community groups, regional transport coordinators, local councils and local bus operators to continue to enhance the public transport system to make sure it meets the needs of the region's customers and businesses. Ongoing monitoring of bus contracts will offer the opportunity to review operational guidelines and address issues that emerge.
- We will provide pedestrian facilities in Cowra on the Mid Western Highway to improve pedestrian access and safety in the town centre.
- We will focus on continuing to enhance town and regional bus services to increase access to the key regional centres of Bathurst, Orange and Dubbo and to connect smaller communities.
- The Bridges for the Bush Program identifies three timber bridges in the region that will be upgraded in Program 2: McKanes Bridge over the Cox River, Warroo Bridge across the Lachlan River and Gooloogong with the Holman Bridge on Nanima Road.





## 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's 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 Central West region is effective in meeting the needs of the community by responding to the goals expressed by them, tackling 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 *Central West 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. Public transport 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

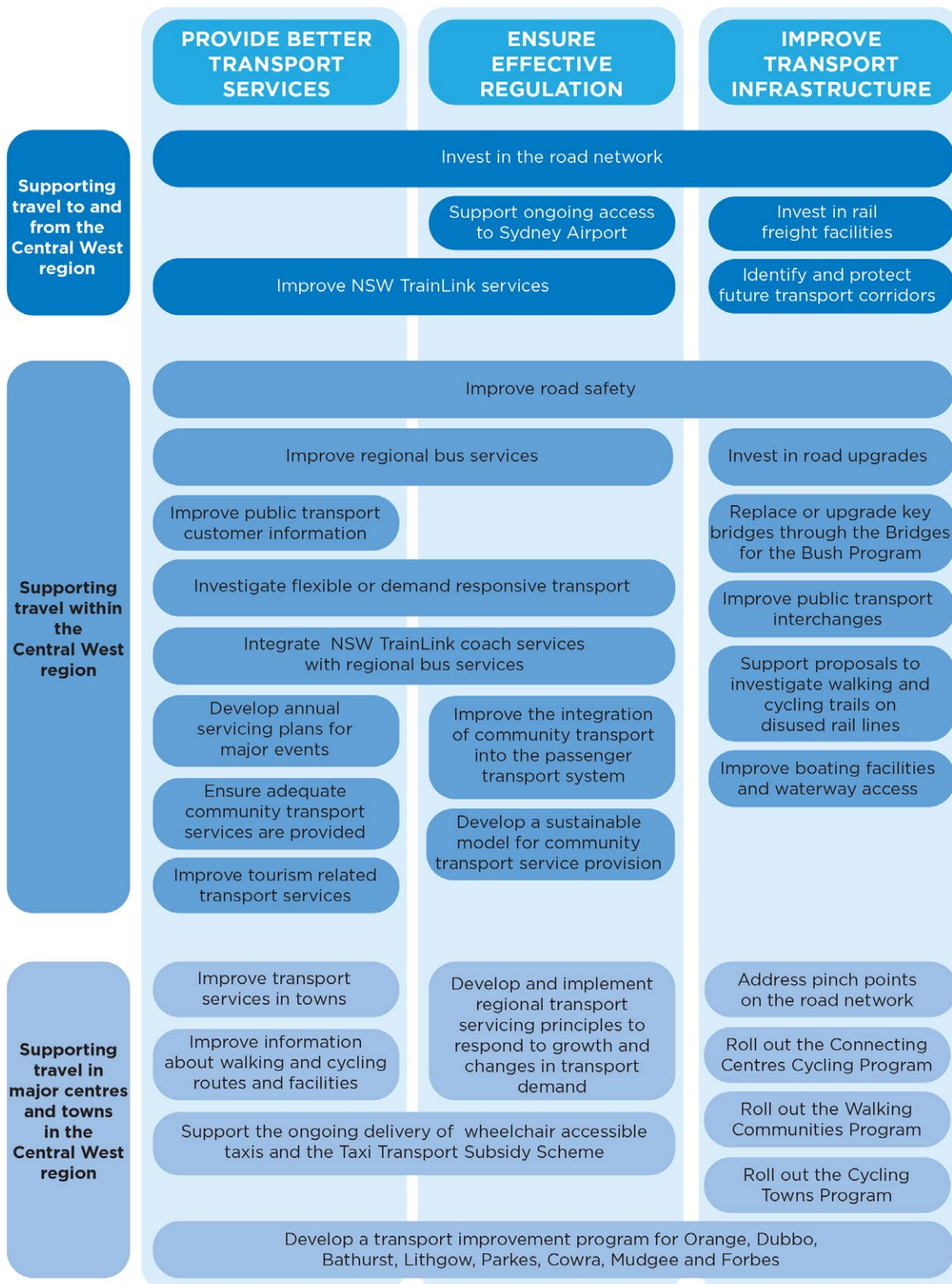
You told us there is a common set of goals for transport in regional NSW.

While the priority of these goals varies for each region, these goals are:

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



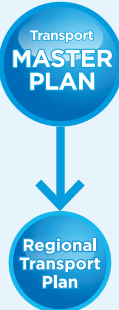
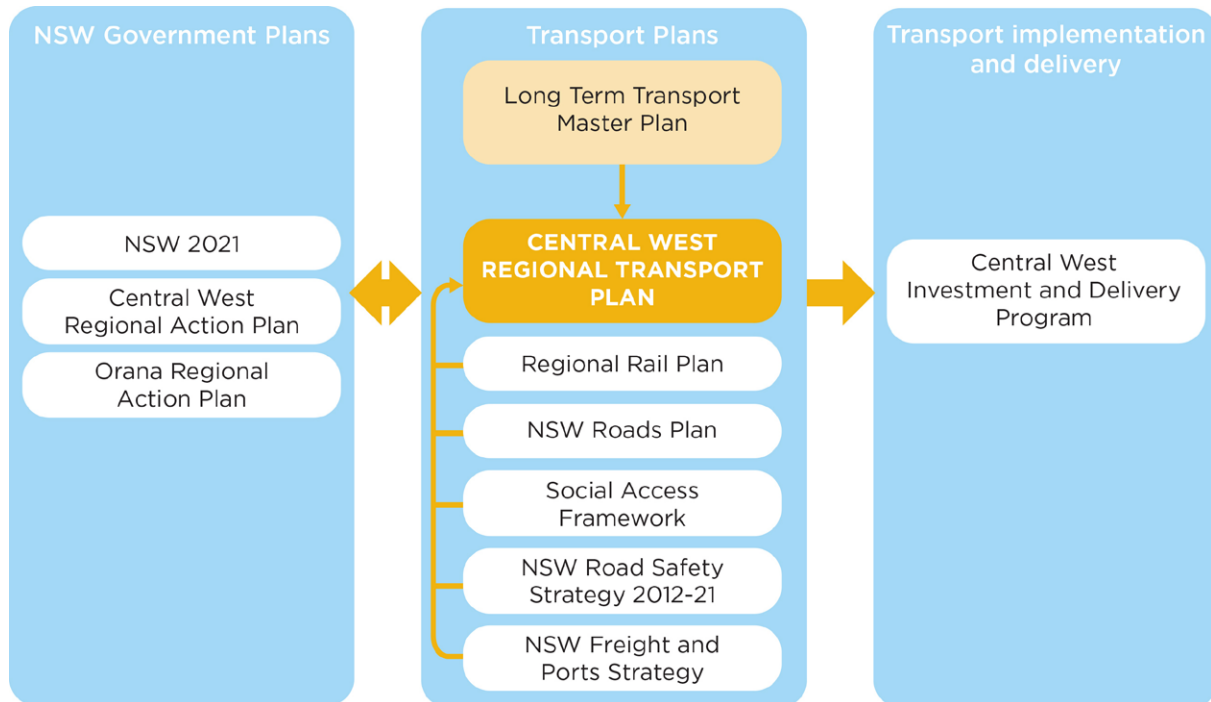
**Figure 3** Themes and actions summary



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

The Regional Transport Plans link to other relevant Government plans including *NSW 2021* and the *Central West and Orana Regional Action Plans* as shown in Figure 4.

**Figure 4** Inter-relationships of plans





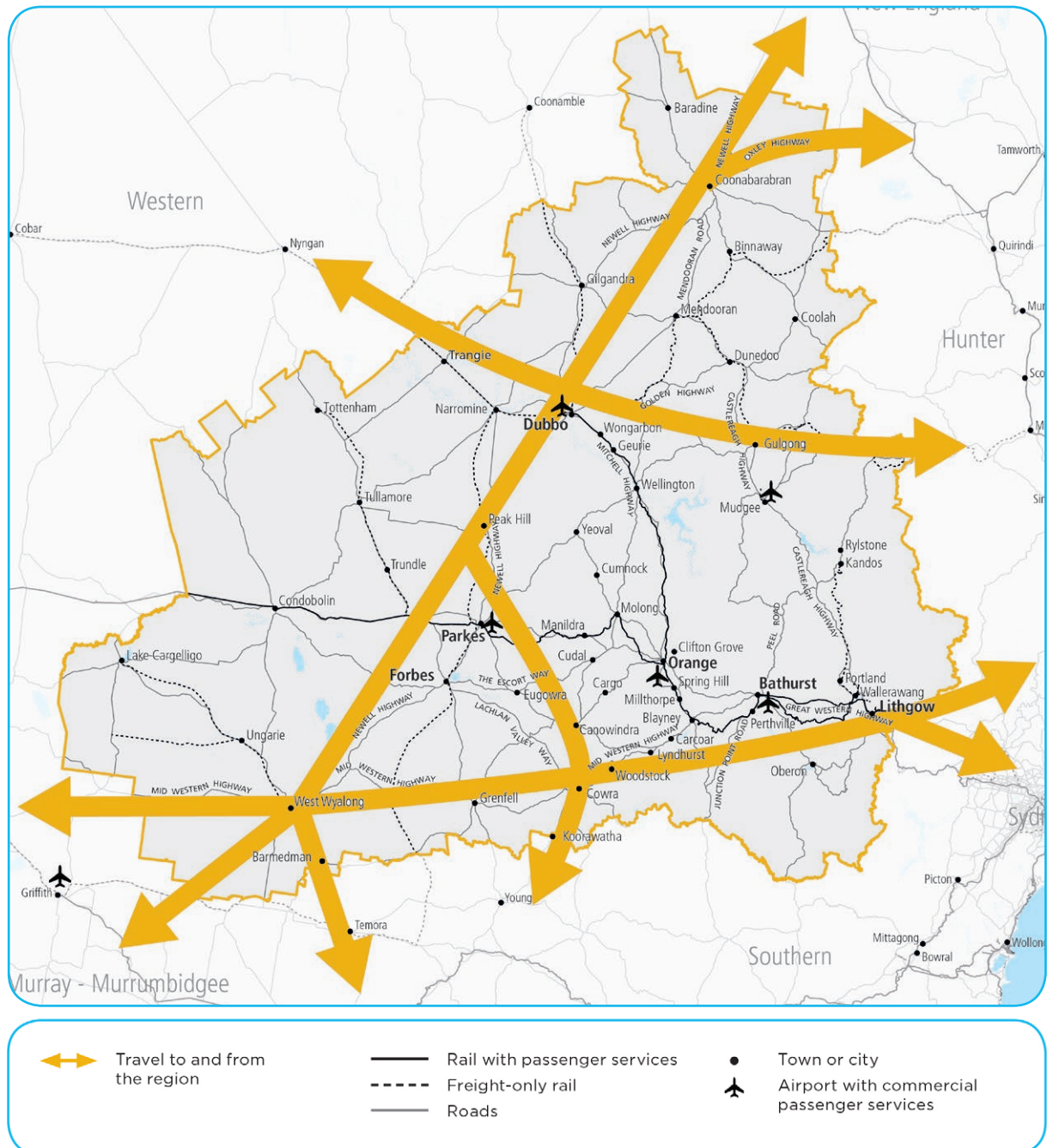
## TRAVEL TO AND FROM THE CENTRAL WEST REGION

The Central West region has direct connections to the Western, New England, Hunter, Southern and Murray-Murrumbidgee regions, as well as into Sydney, as shown in Figure 5.

Major interstate corridors that hold strategic importance offer connections to a number of interregional and capital cities. Connections to Sydney, Newcastle, Brisbane and Melbourne are possible via the extensive road network, which includes the following routes:

- Newell Highway – connects Melbourne to Brisbane via central NSW
- Golden Highway – runs eastwards from Dubbo towards Newcastle and enables B-double access and road transport to avoid travelling over the Blue Mountains to Sydney to access points north of Sydney on the coast
- Mid Western Highway – runs from Bathurst to Hay (at the Sturt Highway)

**Figure 5** Major corridors to and from the Central West region



- Mitchell Highway – runs through central and northern NSW, from Bathurst to Dubbo and onto south central Queensland
- Bells Line of Road – connects North Richmond on the north-western outskirts of Sydney to Bell in the Blue Mountains, where it becomes Chifley Road
- Great Western Highway – provides the main connection over the Blue Mountains between Sydney and the Central West region. It connects Sydney to Bathurst
- Lachlan Valley Way – runs from Booligal at the Cobb Highway (in the NSW Riverina) to Yass on the Hume Highway.

Transport challenges for travel to and from the Central West region include:

- Improving regional road links and road safety
- Planning for the growth of regional centres
- Supporting the regional economy
- Recognising the importance of air services to Sydney.

Addressing these challenges is important for improving regional accessibility for the Central West region. The actions to support travel to and from the Central West region include:

- Investing in road network
- Identifying and protect future transport corridors
- Improving NSW TrainLink services
- Investing in rail freight facilities
- Supporting ongoing access to Sydney Airport.

Actions are designed to improve public transport links and accessibility for the region's population to social, employment, health and educational facilities and to make travel more customer-focused.

Starting with a pilot project around the registration of interest process for the Blayney to Demondrille rail lines, Transport for NSW will consider proposals from any suitably qualified parties willing to restore, maintain and operate disused railway lanes on a commercially sustainable basis under fixed term licences.

## Action: Invest in road network

We will continue to invest in the road network providing connections to and from the Central West region, focusing on improving safety, increasing accessibility and enhancing freight efficiency.

Road freight movements to Brisbane and Melbourne are supported by the Newell Highway which is the third busiest freight corridor in NSW. This route, which connects Victoria to Queensland through NSW, is undergoing development to cater for future growth. Current work to upgrade overtaking lanes is estimated for completion in 2014.

We are developing a Corridor Strategy for the Newell Highway, as identified in the *NSW Freight and Ports Strategy*. The Strategy will address road safety, transport efficiency and asset maintenance. It will set a framework for the management of the corridor and describe how high productivity vehicles might safely access the entire length of the highway.

The Corridor Strategy will identify the multiple challenges along the Newell Highway, including diminished urban amenity through town centres as traffic volumes increase.

Road network upgrades are likely to be required in response to the expected growth in the mining sector and the strength of the agriculture and manufacturing sectors.

Key issues limiting freight movements and having a potential adverse impact on future economic growth within the Central West region include:

- The shortage of rest stops and shelters along the main highways and roads which create a safety issue by limiting opportunities for drivers to take rest breaks
- The road challenging geometry of some sections of some of the major roads (such as Bells Line of Road)
- Ageing timber bridges (McKanes Bridge, Warroo Bridge and Holman Bridge), which limit the access of heavy vehicles, and result in longer journeys and mass restrictions.



We will target the following opportunities to improve the road network and maintain road freight efficiency:

- Maintain the road network and supporting infrastructure to cater for expected future growth
- Investigate the provision of rest areas along the main highways and roads
- Replace or upgrade timber bridges to support freight movements by larger vehicles
- Continue to plan and implement bypasses to help remove heavy vehicles from passing through local towns, such as at West Wyalong and Coonabarabran.

### Action: Identify and protect future transport corridors

We will implement the findings of the *Bells Line of Road Long Term Strategic Corridor Plan*.

Councils and stakeholders in the Central West region have suggested that economic growth in the region would be advanced by a motorway connection to Sydney. The Bells Line of Road corridor provides a less difficult crossing of the Great Dividing Range to the Great Western Highway.

Roads and Maritime Services completed the *Bells Line of Road Long Term Strategic Corridor Plan* in October 2012. The key findings from this plan were that:

- Forecast traffic numbers are not high enough to trigger a need to upgrade the full length of Bells Line of Road to four lanes in a foreseeable planning horizon
- There is a need to plan for a new corridor for an upgraded road connection between the Bells Line of Road corridor at Kurrajong Heights and the Sydney motorway system.

We will scope investigations into the Kurrajong Heights to Sydney motorway system connection. Roads and Maritime Services will also review the existing Bells Line of Road to identify safety issues, including potential improvements such as overtaking lanes, safer intersections and better local access arrangements.

### Action: Improve NSW TrainLink services

We will develop a future NSW TrainLink service plan for the Central West 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.

Passenger rail services connect the major centres of the Central West region. NSW TrainLink trains operate daily from Dubbo via Orange, Bathurst and Lithgow to Sydney and return. The electric InterCity train network runs as far as Lithgow, and since the introduction of the Bathurst Bullet express service in October 2012, daily return services now operate between Sydney and Bathurst.

A daily return NSW TrainLink service between Bathurst and Sydney enables residents to travel to Sydney and back on the same day. The Broken Hill Outback Xplorer train operates once a week from Sydney via Lithgow, Bathurst, Blayney and Parkes.

A private coach service (Australia Wide Coaches) also provides a daily return service from Orange and Bathurst to Central Sydney and Sydney Airport.

An extensive network of NSW TrainLink coaches connects smaller communities of the Central West region with rail services at Dubbo, Bathurst, Orange and Lithgow.

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 timetable and travel information for regional rail and coach travel
- Improve the integration between local and regional bus services and NSW TrainLink services in the Central West region.

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: Invest in rail freight facilities

We will continue to invest in rail freight infrastructure and facilities.

The rail freight network includes Australian Rail Track Corporation (ARTC) routes from Parkes, Narromine and Dubbo, as well as a national system which connects the Central West region to the Western, Murray-Murrumbidgee, Hunter and Sydney regions.

We are currently working with local councils to investigate the feasibility of re-opening the Blayney to Demondrille rail line as a regional freight line.

A number of operational intermodal terminals of national importance are located in Bathurst, Dubbo, Parkes, Forbes and Blayney.

One of the most important terminals for its strategic significance to freight logistics within Australia is the Parkes National Logistics Hub.

The hub offers road links to Melbourne and Brisbane via the Newell Highway, and to Sydney through the Great Western Highway or Bells Line of Road. In addition, Parkes is strategically situated on the Transcontinental Railway linking Sydney, Adelaide and Perth.

ARTC is currently undertaking a feasibility and alignment study for an inland rail route between Melbourne and Brisbane. If feasible, such a line could support the efficient movement of rail freight through the Central West region and avoid freight between Melbourne and Brisbane having to use coastal routes.

### Action: Support ongoing access to Sydney Airport

Air travel allows for quick and direct capital city connections to be maintained from the Central West region.

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 Bathurst, Mudgee, and Orange. 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 allows 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 enable 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. These also enable travel by health professionals to the regional community, and help regional residents to maintain relationships with distant families and friends.

Charter flights allow the more efficient development of Australia's natural resources, bringing many thousands of 'fly-in, fly-out' (FIFO) workers on a weekly basis to distant mines and development sites from both capital cities and other regional centres. It is not only the airports owned and operated by resources companies that facilitate Australia's participation in the world trade in minerals, but also general purpose airports such as those at Orange Regional Airport.



## TRAVEL WITHIN THE CENTRAL WEST REGION

Improving transport outcomes for travel within the Central West will require integrated planning and management.

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

The highest traffic volumes within the Central West region are on the Great Western Highway and the Mitchell Highway as the main highways connecting the centres of Lithgow, Bathurst and Orange. The highest volumes are generally located within the town centres or where highways connect.

A high proportion of through traffic is also generated from across and outside the region, contributing to the high counts recorded around Lithgow.

Highways approaching Dubbo, including the Newell Highway connecting with Parkes, and the Mitchell Highway connecting with Orange, also have high traffic volumes.

Issues of localised congestion, mainly driven by the increase in the volume of vehicles, are affecting the road network. Congestion has been identified as an issue on the Great Western Highway in the Blue Mountains and in Kelso, and on the Mitchell Highway in Bathurst, Orange and Dubbo.

Transport challenges for travel within the Central West region are:

- Providing safer roads
- Improving connections between smaller towns to regional centres
- Facilitating more innovative and on demand public transport, including community transport
- The lack of a single comprehensive source of public transport information
- High public transport fares in comparison to those in metropolitan areas

- Seasonal tourism generates peak transport demands within some Central West towns.

The actions to support travel within the Central West region include measures to:

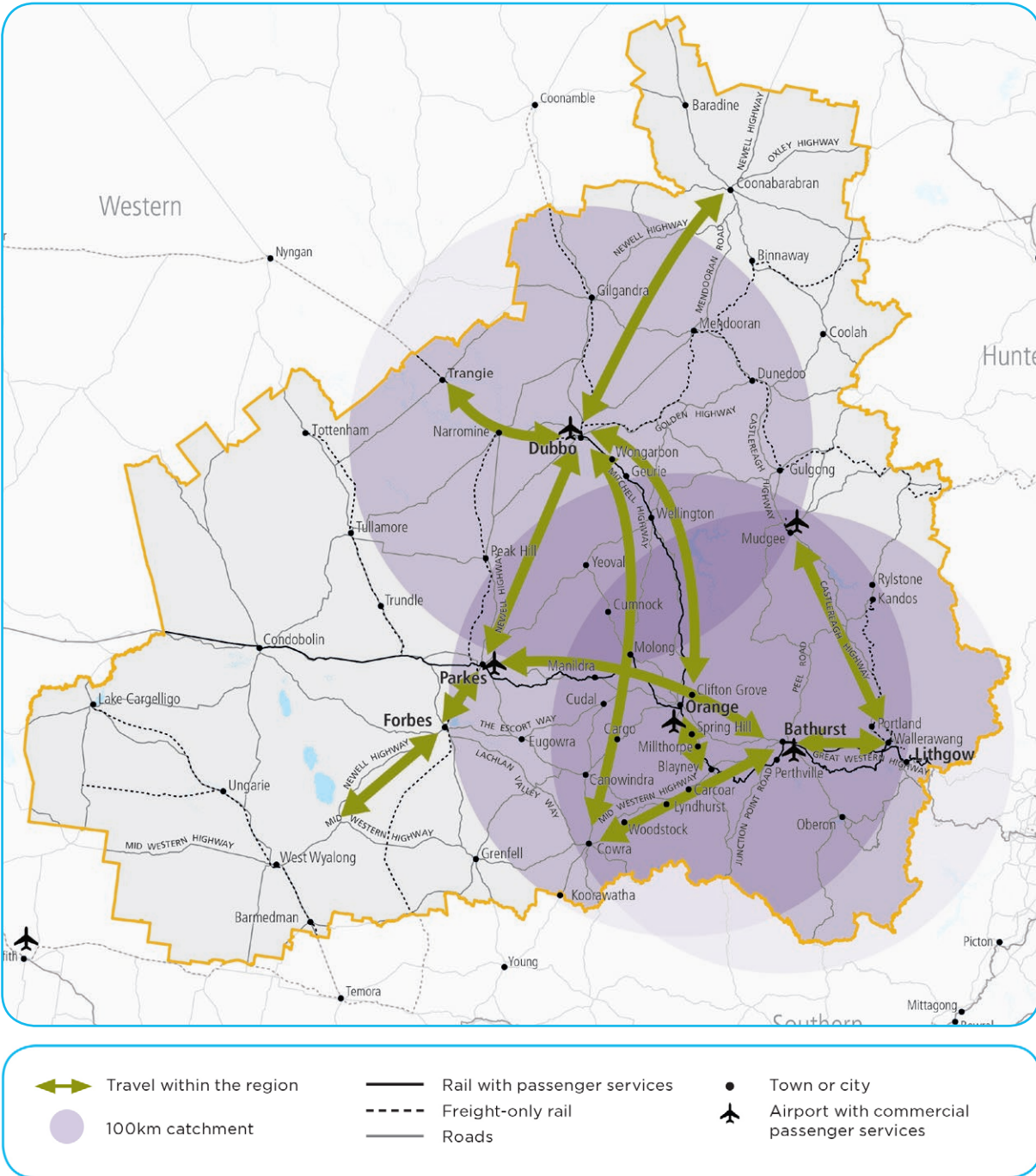
- Improve road safety
- Invest in road upgrades
- Improve boating facilities and waterway access
- Replace or upgrade key bridges through the Bridges for the Bush program
- Improve regional bus services
- Integrate NSW TrainLink coach services with regional bus services
- Improve public transport customer 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
- Support proposals to investigate walking and cycling trails on disused rail lines
- Develop annual servicing plans for major events
- Improve tourism related transport services.

We will improve accessibility to services and develop the transport that meets regional needs.

The actions are designed to improve public transport links and accessibility for the region's population to social, employment, health and educational facilities.



**Figure 6** Major corridors within the Central West region



## Action: Improve road safety

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

Priority actions relating for the Central West region are to:

- Provide safer roads by implementing treatments that target head-on and run-off crashes, such as clear zones, and:
  - Shoulder widening, realignment and improved safety signage on Belubula Road, Blayney
  - Widening and provision of guard fence on Oberon Road, Oberon
  - Realignment of the Belubula Esses at Blayney
- Provide safer roads by implementing treatments that target intersection crashes
- Continue targeted safety works on Central West highways (Mitchell, Great Western, Mid Western)
- Provide safer road infrastructure on state and local roads leading to Aboriginal communities
- Address the safety needs of vulnerable road users through infrastructure and traffic management treatments, including lower speed limits and traffic calming measures
- Investigate infrastructure treatments to enhance road safety on the highway network for heavy vehicle drivers and to support enforcement activities
- Strengthen random breath and drug testing programs with a focus on rural NSW
- Develop revised education communications and programs, to address drink driving including alcohol interlocks
- Developing 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
- Transport planning to consider the provision of rest areas to meet heavy vehicle needs on major routes.

We will provide additional overtaking lanes to alleviate constraints and unsafe operations on the Bells Line of Road and the Newell, Mitchell, Great Western and Mid Western highways.

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.

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.

## Action: Invest in road upgrades

We will continue to upgrade the Central West road network.

We will investigate opportunities for upgrade programs, including:

- Implementing the recommendations from the Bells Line of Road Study and protecting the corridor for future transport needs
- Implementing the recommendations of the *Newell Highway Corridor Strategy*, including the flood immunity of the LH Ford Bridge in Dubbo
- Realigning Goanna Hill on the Mitchell Highway near Molong
- Upgrading pavements to better accommodate heavy vehicle traffic on the bypass at West Wyalong



- Maintaining regional and local arterial roads to a standard that facilitates the movement of heavy vehicles
- Reviewing the roads that allow the operation of B-doubles, in order to simplify and improve safety for freight movements
- Extending the blackspot funding program.

### 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.

Through the Bridges for the Bush Program we will upgrade the:

- McKanes Bridge over the Cox River
- Warroo Bridge across the Lachlan River
- Holman Bridge near Gooloogong on Nanima Road across the Lachlan River.

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

### Action: Improve regional bus services

We will work in partnership with local bus operators to introduce a more robust contractual framework for local and regional buses.

We will work with the bus operators to develop routes and timetables that improve outcomes for bus users. We will develop a service framework that matches routes, coverage, hours of operation and vehicles with specific local needs.

The types of regional bus services that are provided include connections to the region's major centres from towns and villages (such as Oberon to Bathurst) and between the major centres (Bathurst to Orange).

There are currently no minimum service requirements for inter-town and village to town services. Inter-town services will often serve both functions.

Our new framework for inter-town buses will target improvements designed to:

- Improve the frequency and hours of operation for inter-regional routes
- Define base service requirements for village to town services including at least morning, afternoon and early evening return trip opportunities
- Consolidate routes to increase the range of destinations provided without the need to transfer between services
- Create a connected network of intra-regional services supported by local services within each centre and by connections to smaller villages.

Following on from the successful implementation of the Dubbo to Narromine and Wellington bus service in July 2012, we will continue to work with local bus operators to introduce improved services for other centres within the region.

This will deliver an intra-regional hub-like network for centres such as Mudgee, Dubbo, Orange and Bathurst, where local services connect with inter-regional services.

Bus services for school children in the Central West region will continue to be provided, as these services are an essential public transport service in the region.





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

NSW TrainLink coach services link towns and villages with rail services at Dubbo, Orange, Bathurst and Lithgow.

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.

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 web-based customer information for public transport services in the Central West region.

Transport for NSW's Country Transport website provides bus timetable information to and from one town at a time, but there is no single information point for bus trips that require an interchange. There is also no single map that describes public transport services across the Central West region. We will improve this passenger information system.

### 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.

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

In the Central West region, we are planning for the upgrade of interchanges at Bathurst, Dubbo, Lithgow and Parkes.

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 and trains
- 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.





### 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
- Demonstrates that there is adequate capacity to design, deliver and maintain the infrastructure
- Is credible and comprehensive.

### Action: Investigate flexible or demand responsive transport

We will investigate the applicability of flexible or demand responsive transport solutions for the Central West 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 Central West region. However, flexible transport may serve particular needs in major towns and centres and may be applicable in the major towns of Lithgow, Parkes, Cowra, Mudgee and Forbes.

We will investigate a range of delivery models for flexible transport to determine what works best for different areas of the Central West 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 future demand for community transport can be met.

By 2031, 26 percent of the population in the Central West region will be aged over 65. The growing and ageing population of the region is likely to increase future demand for community transport services.

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 allow 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 Central West 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: Support proposals to investigate walking and cycling trails on disused rail lines

We will support proposals to investigate the feasibility of the Cowra to Eugowra and the Molong to Yeoval rail trails along disused rail lines (the Eugowra Branch Line and the Molong to Dubbo Line). The investigation will be subject to community and business interest in advancing the proposals.



### Action: Develop annual 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 Central West region.

The Central West region is home to a vibrant community and is host to many annual festivals and events including the Bathurst V8s 1000, The Mudgee Festival Day on the Green, and the Parkes Elvis Festival.

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 to 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.

Additional 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

The major centres and towns in the Central West region, and the key destinations within them, are illustrated in Figure 7. These centres and towns act as regional focal points, providing access to jobs, shops, education, community and health services, and tourist facilities.

The type of transport service passengers need depends on the size, needs and characteristics of the centre.

Transport challenges within the major towns and cities of the Central West region are:

- The growth of regional centres and the need to enhance the transport network
- Localised congestion levels in and around major towns and cities
- Existing transport networks that entrench car dependence and do not meet the needs of non-drivers or those with no access to a motor vehicle
- Levels of public transport provision that vary between major towns and cities
- The growth and increasing geographic footprint of some towns in the region, which requires the expansion of existing transport networks.

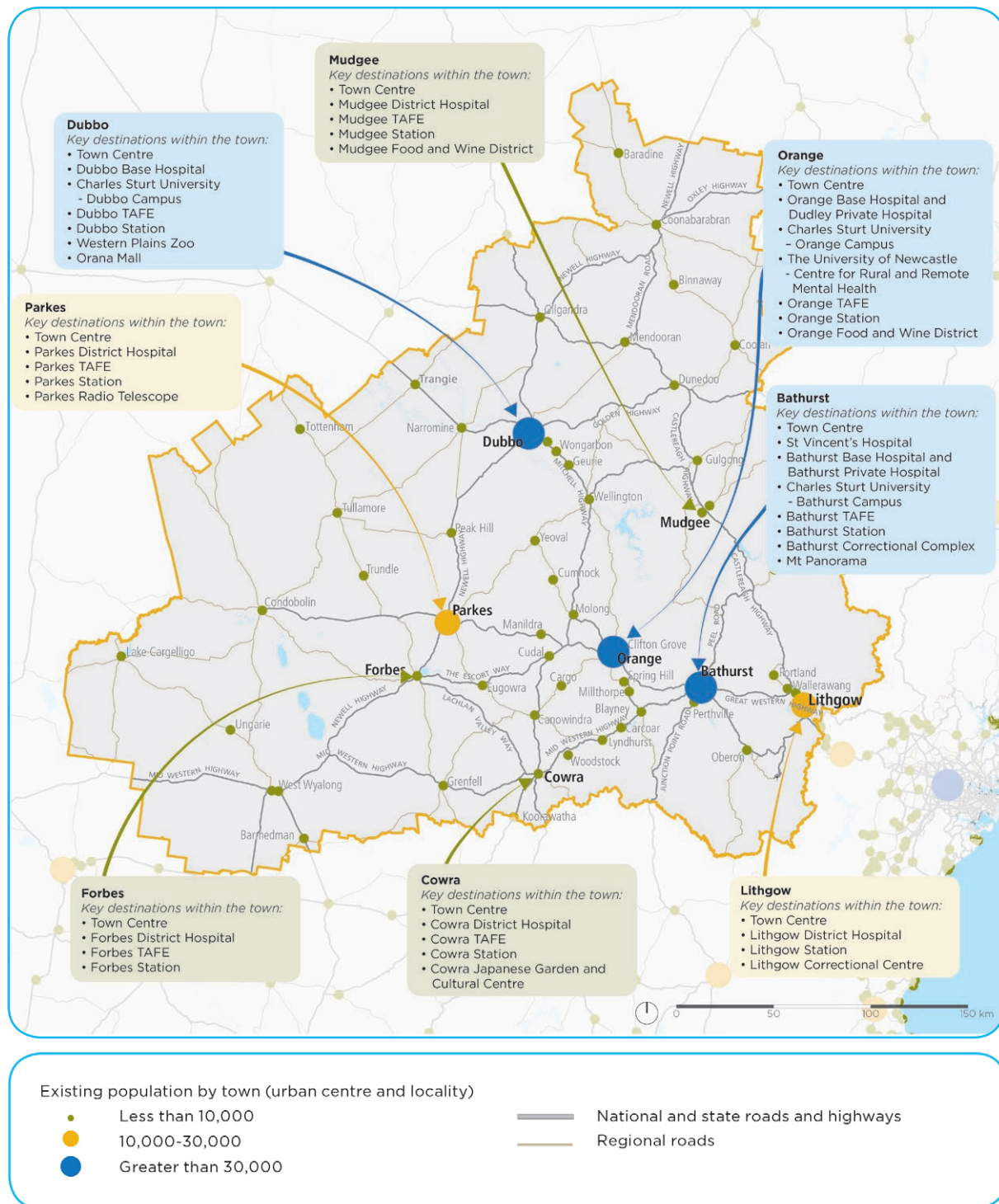
The actions to support travel within the major towns and cities of the Central West region are to:

- 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
- 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.





**Figure 7** Major centres and towns in the Central West region



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

We will work with local councils to develop solutions for localised road congestion. We will align local environmental planning with transport goals.

Addressing congestion impacts requires an integrated transport planning response that includes improvements to bus services and walking and cycling networks. Pinch points create additional congestion during peak tourist season when traffic volumes increase significantly. It is not efficient to build additional road capacity for a limited period of the year. This issue is best addressed by specific management plans during tourist peaks.

### 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 Central West region. Service improvement programs will focus on serving the unique characteristics of each of the towns.

Town bus routes operate in Orange, Dubbo, Bathurst, Lithgow, Parkes, Cowra, Mudgee and Forbes. In each of these towns, there are opportunities to improve the accessibility of bus services, improve service frequencies and improve 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 Central West region

Centre or town	Weekday				Saturday				Sunday
	No. of routes	Trips	Trips per route	Span	No. of routes	Trips	Trips per route	Span	Trips
Orange	9	98	11	7-18	5	16	3	9-13	0
Dubbo	6	75	12	7-18	4	22	5	9-14	0
Bathurst	8	79	10	8-18	8	31	4	8-16	0
Lithgow	5	35	7	8-18	5	15	3	9-13	0
Parkes	4	12	3	9-14	0	0	0	0	0
Cowra	4	12	3	9-14	0	0	0	0	0
Mudgee	4	15	4	9-17	0	0	0	0	0
Forbes	3	11	4	9-14	0	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.

### 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 Central West 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

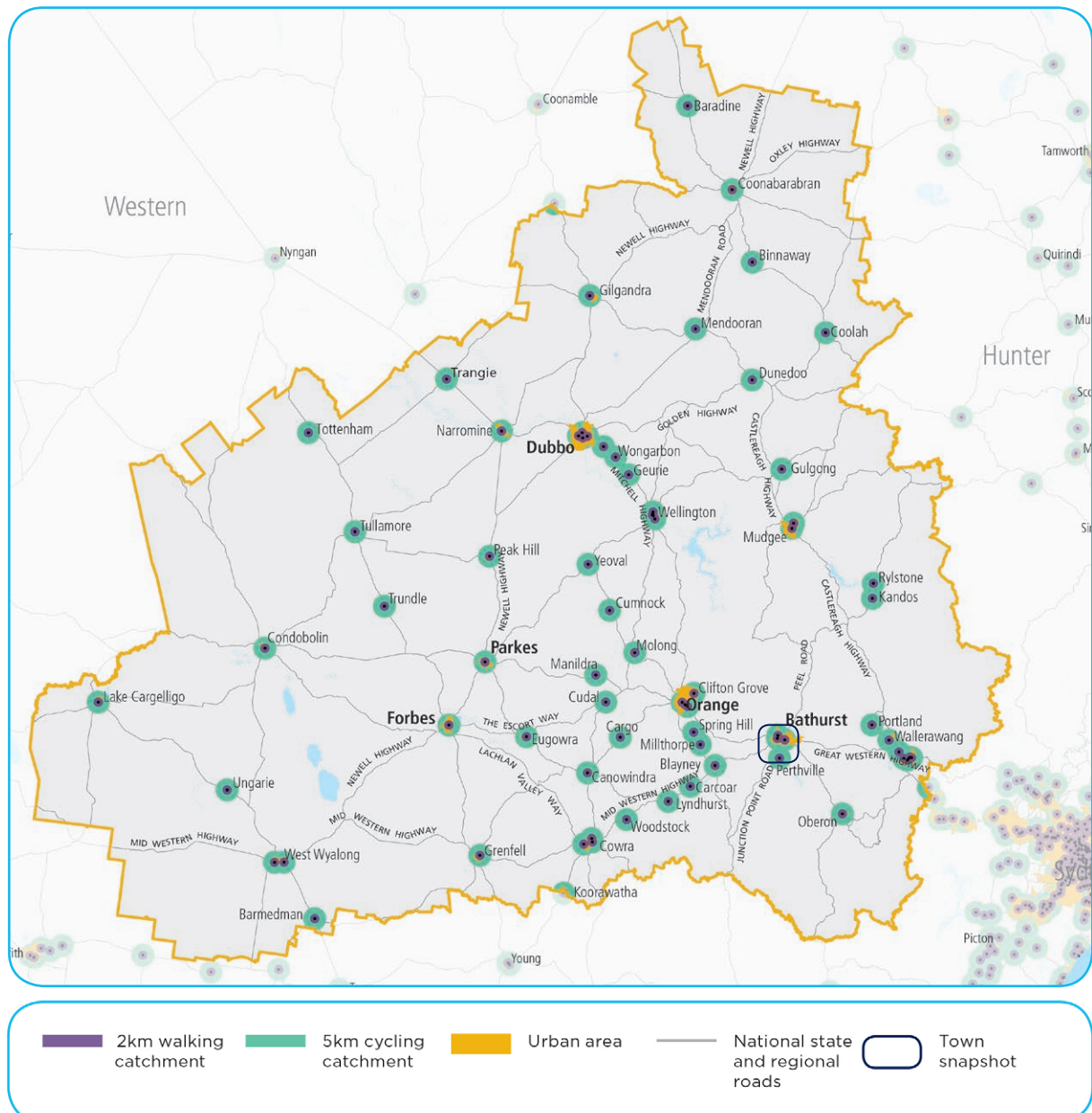
Many regional towns in NSW are ideal for walking and cycling for transport. Almost 90 percent of people in regional NSW live within easy walking or cycling distance of a local centre, with access to shops, schools, and workplaces.

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.

**Figure 8** Central West region walking and cycling catchments



### 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.

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.

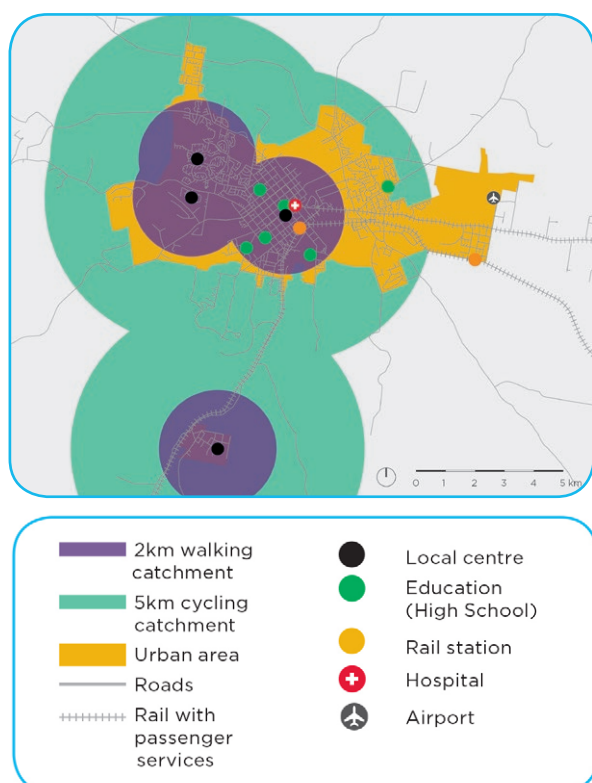
Cycling Towns Programs may include bicycle network construction and bicycle parking facilities, complemented by local government funded encouragement programs, and support for tourist routes and information for visitors.

### 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** Bathurst walking and cycling catchments





## Orange

Orange is a Major Regional Centre for the Central West region of NSW with a population of 38,000. It is a regional focal point providing high levels of services, employment and housing.

It supports and services key industries that include agriculture, mining, health services, hospitality and tourism, public sector administration, retail and education.

### Action: Improve public transport services

The transport service improvement program for Orange will support the growth of Orange 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 weekday services, and later services on Saturdays

- The potential for the introduction of Sunday services
- 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 or for services at low demand periods to be provided by flexible/demand responsive services.

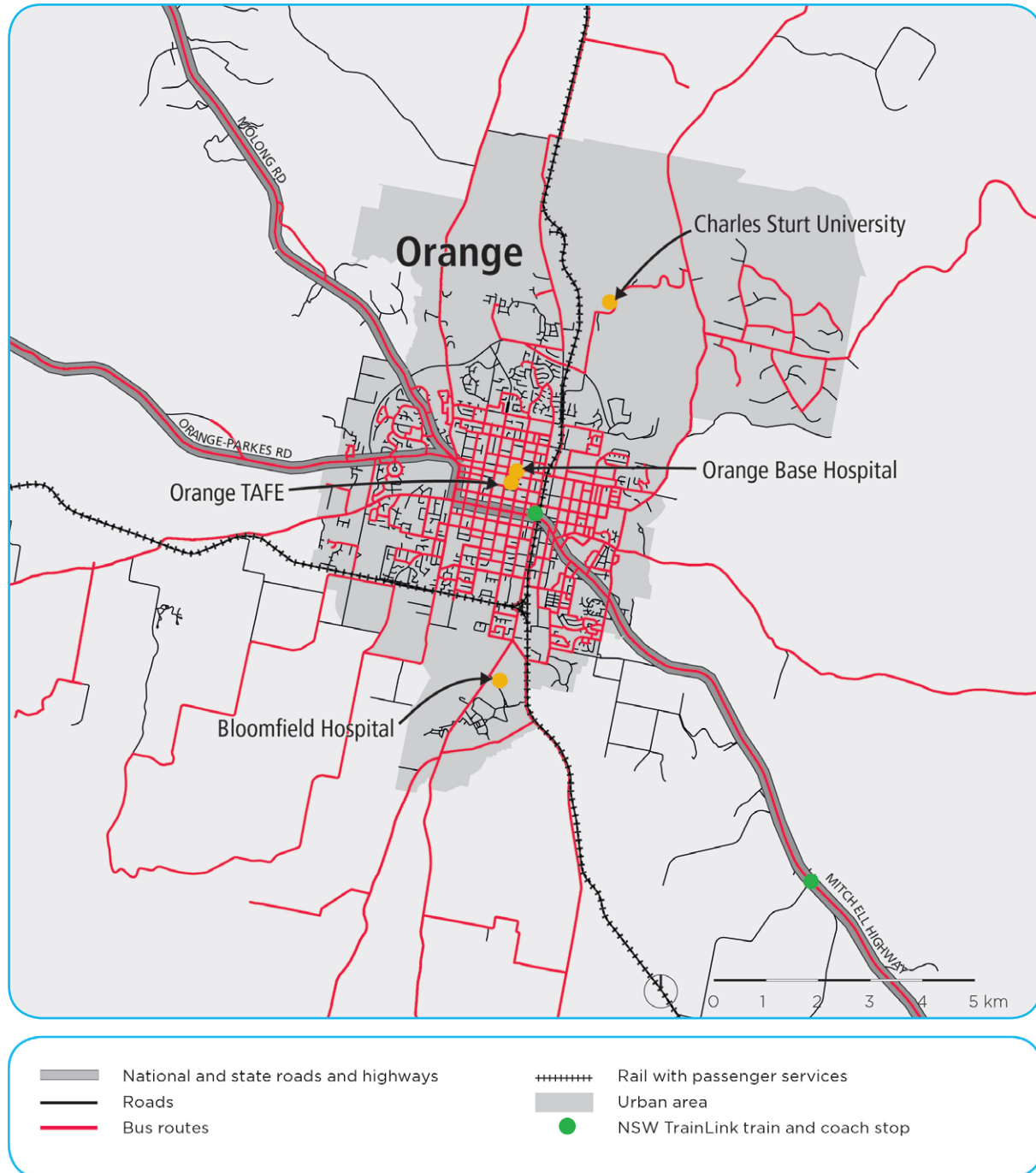
### Action: Improve opportunities for walking and cycling

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.

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



**Figure 10** Orange town map



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## Dubbo

Dubbo is a Major Regional Centre for the Central West region of NSW. It is located at the intersection of major road and rail routes and serves a regional population in excess of 120,000 people. Dubbo City Council forecasts a population increase of approximately 9,000 by 2031.

Local industries include retail, health, manufacturing, transport, tourism, education, construction and business, agricultural and government services.

### Action: Improve public transport services

The transport service improvement program for Dubbo will support the growth of Dubbo 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 weekday services, and later services on Saturdays

- The potential for the introduction of Sunday services
- 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 or for services at low demand periods to be provided by flexible/demand responsive services.

As part of the *Newell Highway Corridor Strategy*, we will investigate improving the flood immunity of the LH Ford Bridge in Dubbo.

### Action: Improve opportunities for walking and cycling

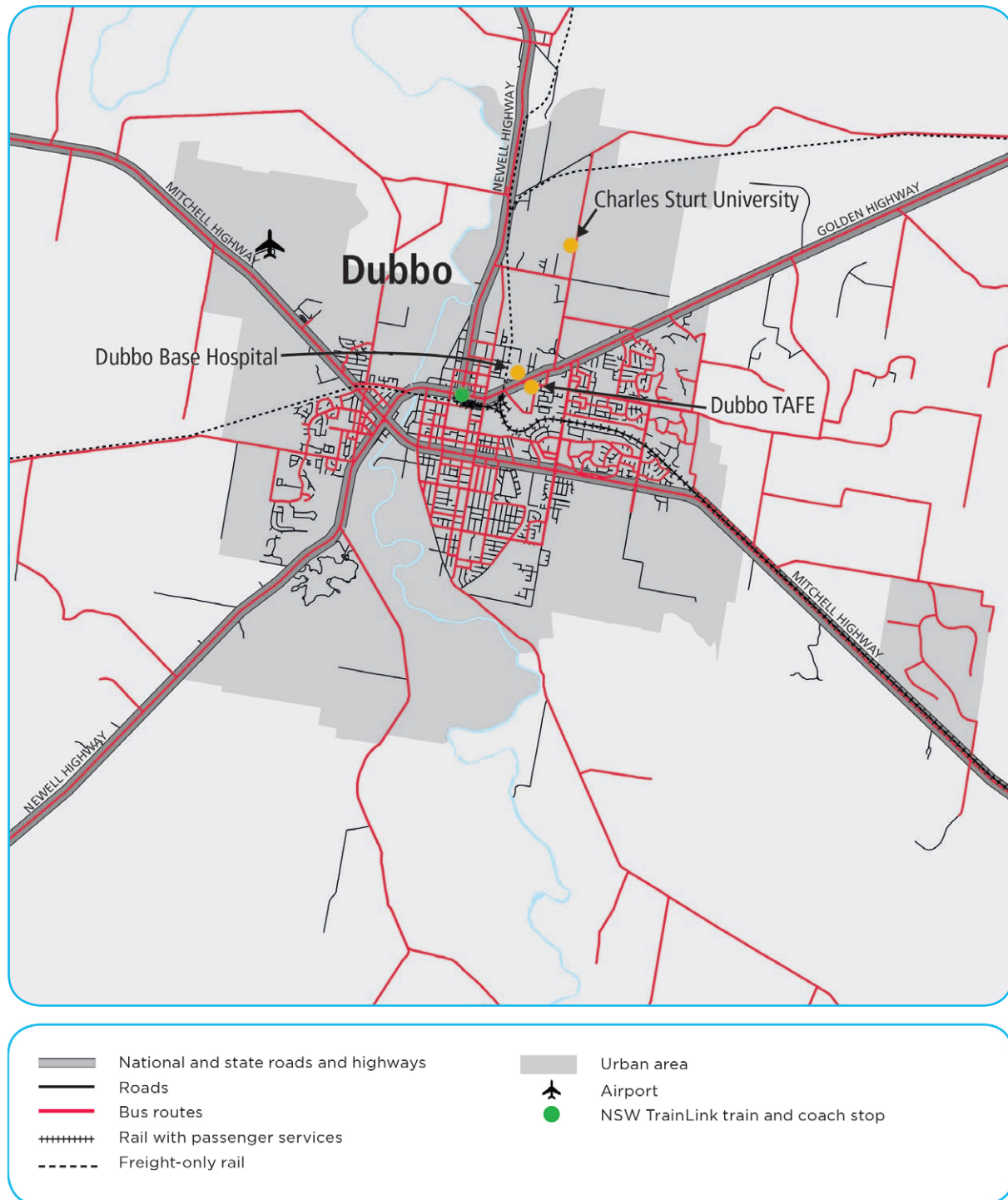
We support the implementation of better facilities for walking and cycling, including the provision of cycle parking facilities at transport interchanges, centres, schools and hospitals.

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





**Figure 11** Dubbo town map



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## Bathurst

Bathurst is the fastest growing regional city in NSW, and is a Major Regional Centre for the Central West region.

It has a number of state and federal department regional offices and has a strong manufacturing industry.

Bathurst Regional Council population forecasts are for an increase of approximately 10,000 by 2031, with the region continuing to attract young adults from surrounding local government areas and from the fringes of Western Sydney. Council has identified significant greenfield development opportunities on the outskirts of Bathurst.

### Action: Improve public transport services

The transport service improvement program for Bathurst will support the growth of Bathurst and its role as a major regional centre by identifying:

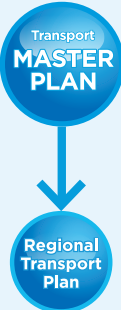
- Opportunities for improved service frequencies to key destinations
- Opportunities for extending hours of operation to include earlier and later weekday services, and later services on Saturdays

- The potential for the introduction of Sunday services
- Opportunities for improving services to new development areas (Abercrombie, Llanarth, Eglinton, Windradyne, Kelso and Mitchell)
- 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 or for services at low demand periods to be provided by flexible/demand responsive services.

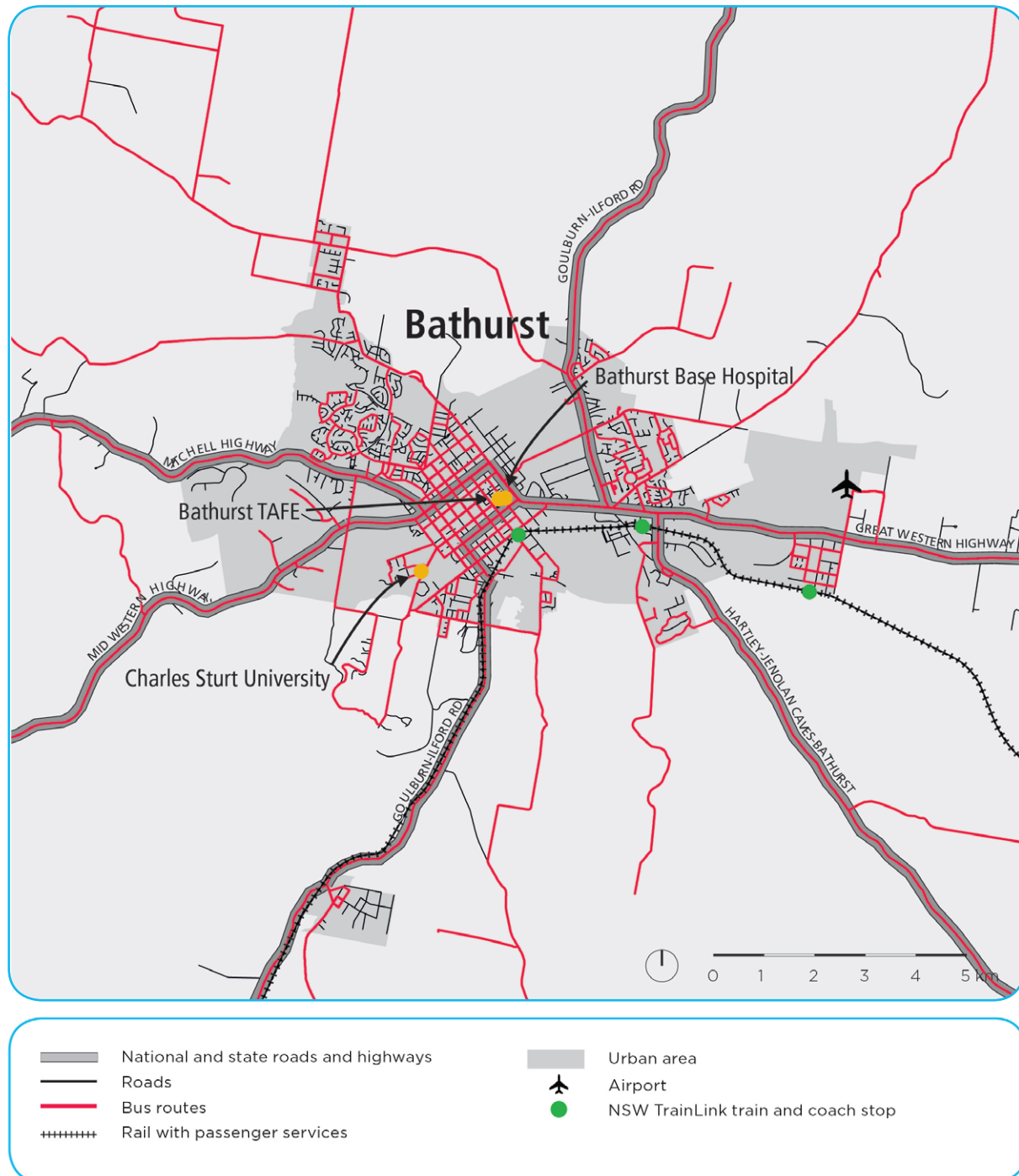
### Action: Improve opportunities for walking and cycling

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.

Bathurst Regional Council also has opportunities to seek support for new links through our funding mechanisms.



**Figure 12** Bathurst town map



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## Lithgow

Lithgow is a major town in the Central West region. It is located on the western fringe of the Blue Mountains. The electric InterCity train network runs as far as Lithgow, and since the introduction of the Bathurst Bullet express service in October 2012, daily return services now operate between Sydney and Bathurst via Lithgow.

The economic base of Lithgow is mining and manufacturing. However, two thirds of the local government area is given over to World Heritage listed National Park, making Lithgow a leisure destination.

### Action: Improve public transport services

The transport service improvement program for Lithgow will support the role of Lithgow as a major town by identifying:

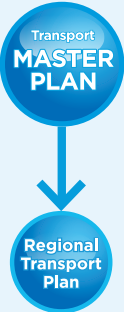
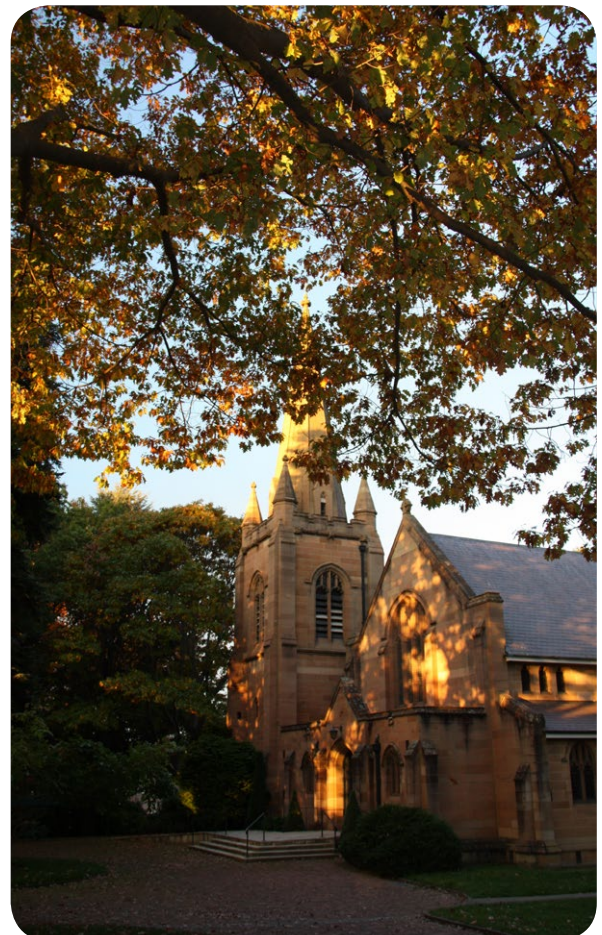
- Opportunities for improved service frequencies to key destinations
- Opportunities for extending hours of operation to include earlier and later weekday services, and later services on Saturdays
- Connections between town services and with services to/from Bathurst

- 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 or for services at low demand periods to be provided by flexible/demand responsive services.

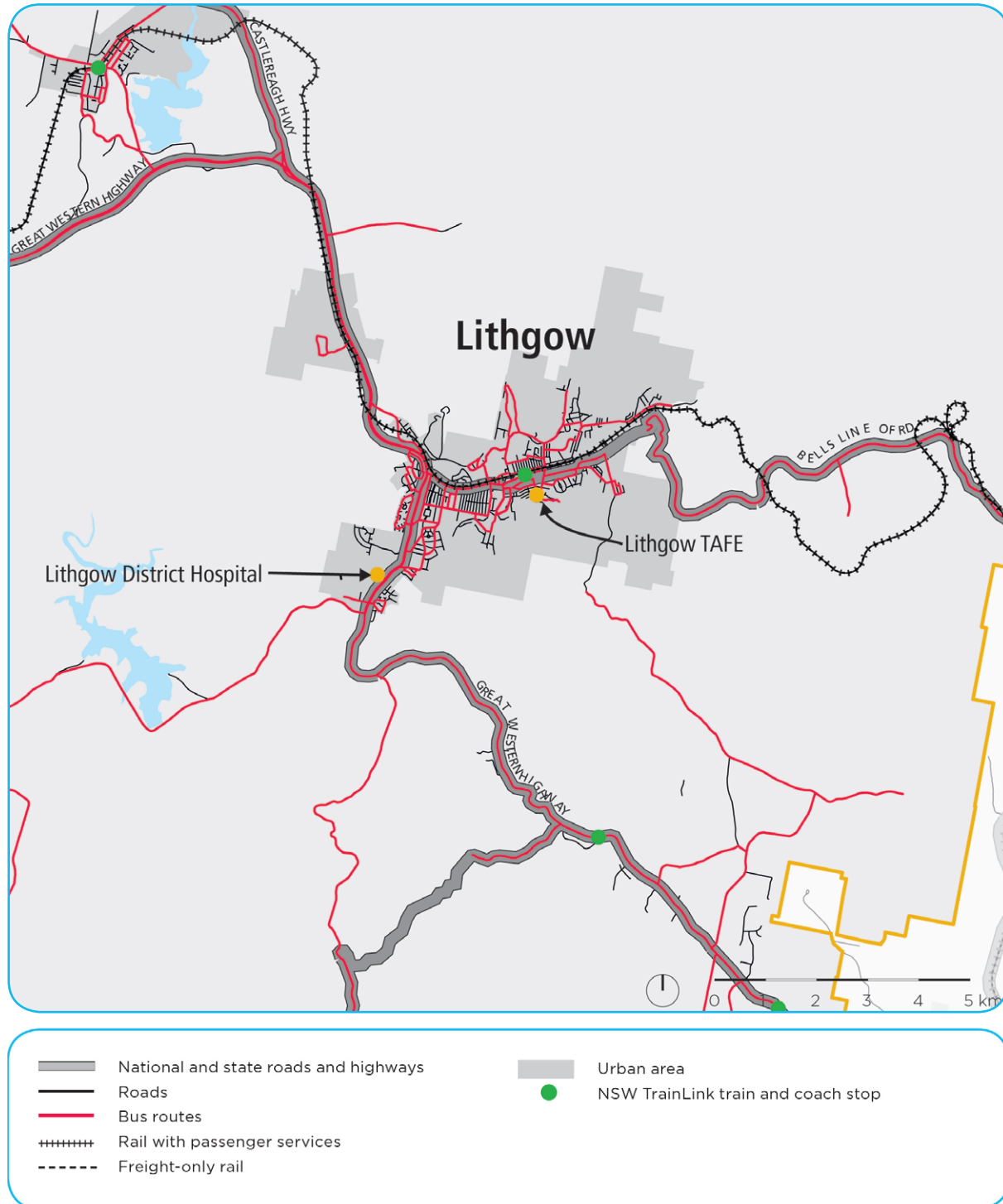
### Action: Improve opportunities for walking and cycling

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.

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



**Figure 13** Lithgow town map



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## Parkes

The town of Parkes provides mining, agriculture, tourism and retail services.

### Action: Improve public transport services

The transport service improvement program for Parkes will develop initiatives which will 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 weekday services
- The potential for the introduction of weekend services
- 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 or for services at low demand periods to be provided by flexible/demand responsive services
- Improvements to the availability of service timetables and information.

Starting with a pilot project around the registration of interest process for the Blayney to Demondrille rail lines, Transport for NSW will consider proposals from any suitably qualified parties willing to restore, maintain and operate disused railway lanes on a commercially sustainable basis under fixed term licences.

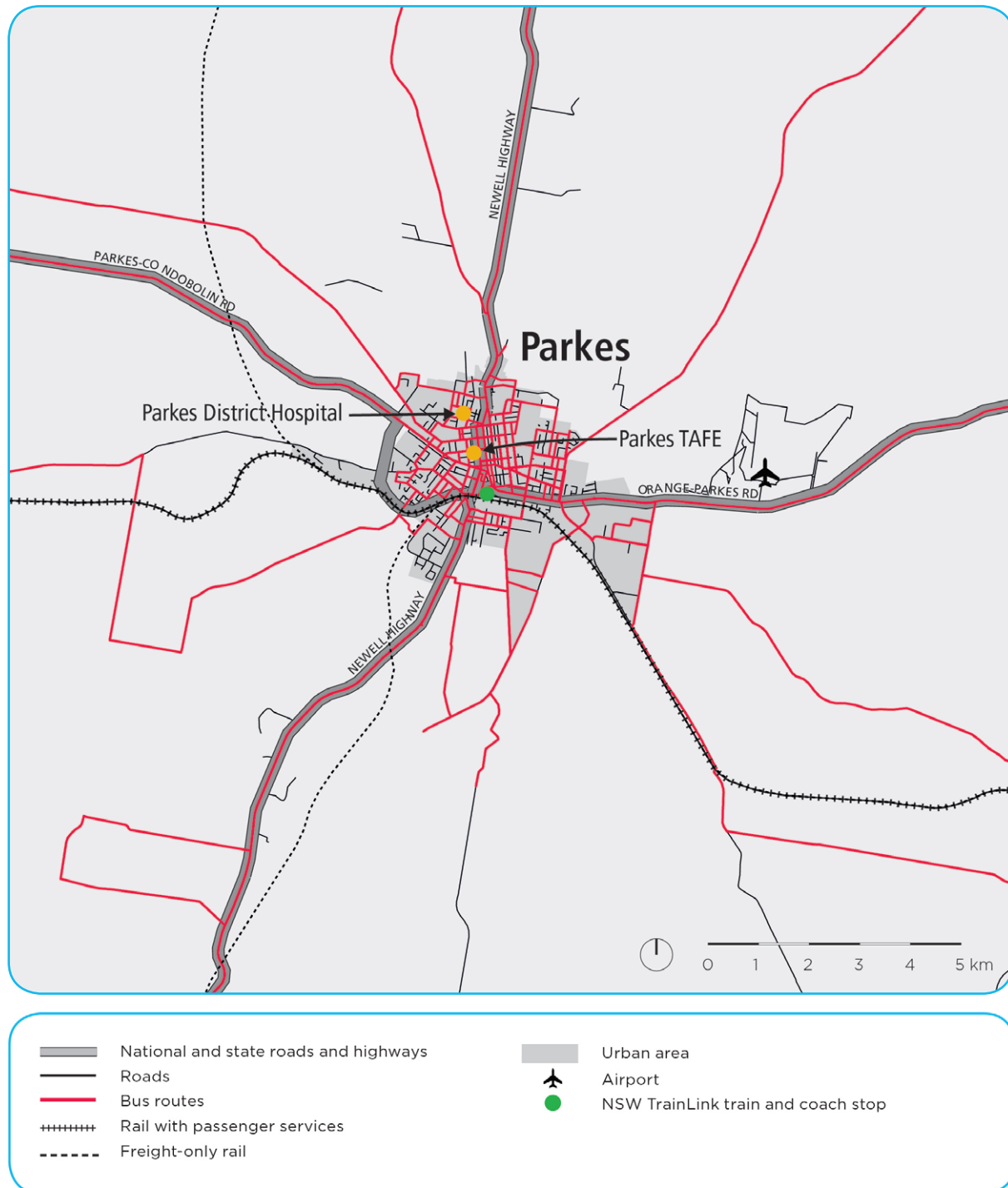
### Action: Improve opportunities for walking and cycling

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.

Parkes Shire Council also has opportunities to seek support for new links through our funding mechanisms.



**Figure 14** Parkes town map



## Cowra

The town of Cowra supports agricultural industries and tourism services.

### Action: Improve public transport services

The transport service improvement program for Cowra will develop initiatives which will 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 weekday services
- The potential for the introduction of weekend services
- 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 or for services at low demand periods to be provided by flexible/demand responsive services
- Improvements to the availability of service timetables and information.

### Action: Improve opportunities for walking and cycling

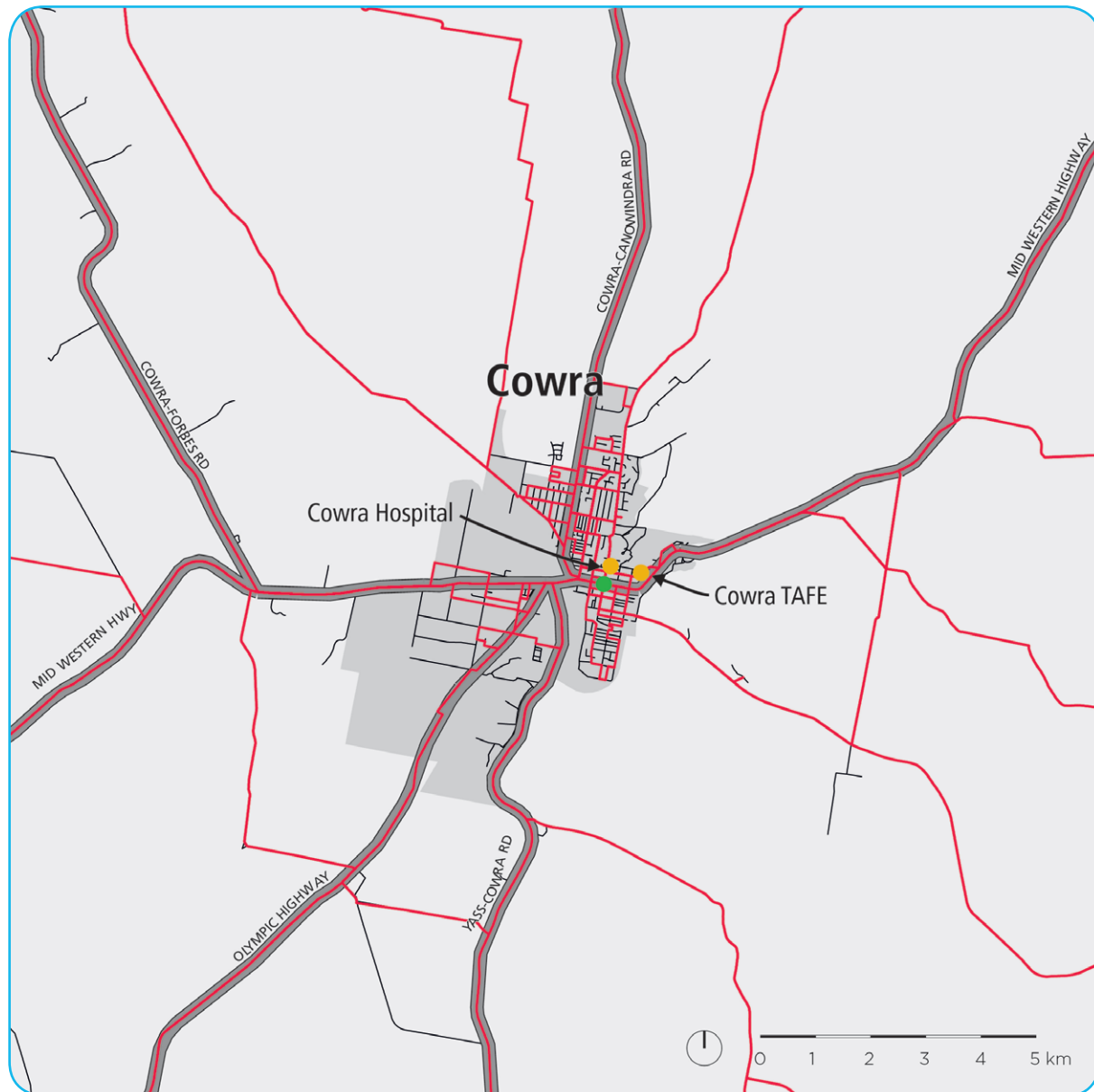
We support the implementation of better facilities for walking and cycling, including the provision of cycle parking facilities at transport interchanges, centres, schools and hospitals.

Cowra Shire Council also has opportunities to seek support for new links through our funding mechanisms.





**Figure 15** Cowra town map



National and state roads and highways  
 Roads  
 Bus routes

Urban area  
 NSW TrainLink train and coach stop

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## Mudgee

The town of Mudgee supports the mining, agriculture and viticulture industries and tourism services.

### Action: Improve public transport services

The transport service improvement program for Mudgee will develop initiatives which will 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 weekday services
- The potential for the introduction of weekend services
- 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 or for services at low demand periods to be provided by flexible/demand responsive services
- Opportunities to incorporate services to the nearby villages of Kandos, Rylstone and Gulgong.

### Action: Improve opportunities for walking and cycling

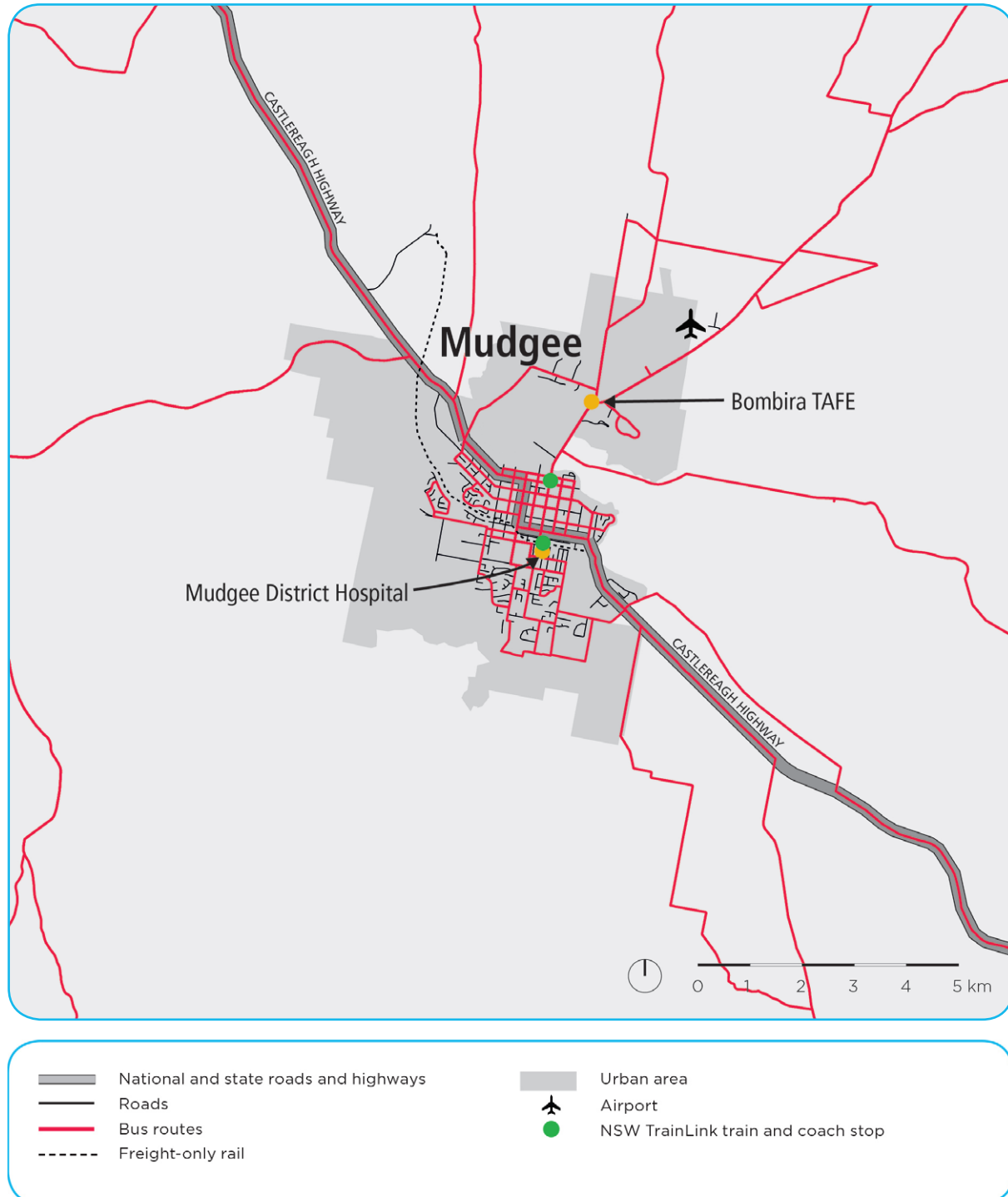
We support the implementation of better facilities for walking and cycling, including the provision of cycle parking facilities at transport interchanges, centres, schools and hospitals.

Mid Western Regional Council also has opportunities to seek support for new links through our funding mechanisms.





**Figure 16** Mudgee town map



## Forbes

The town of Forbes supports agricultural industries and tourism services.

### Action: Improve public transport services

The transport service improvement program for Forbes will develop initiatives which will 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 weekday services
- The potential for the introduction of weekend services

- 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 or for services at low demand periods to be provided by flexible/demand responsive services
- Improvements to the availability of service timetables and information.

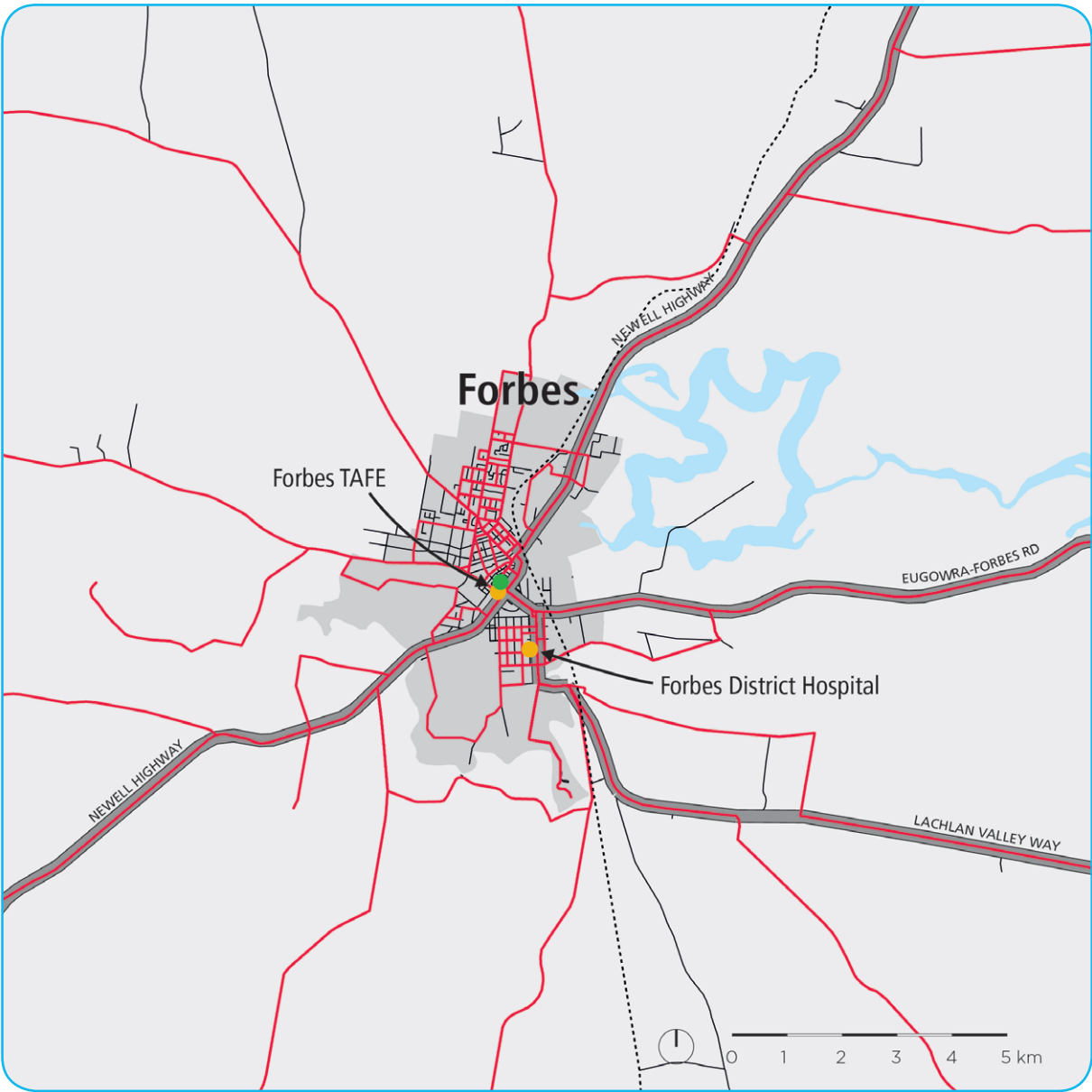
### Action: Improve opportunities for walking and cycling

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.

Forbes Shire Council also has opportunities to seek support for new links through our funding mechanisms.



Figure 17 Forbes town map



- |                                       |                                    |
|---------------------------------------|------------------------------------|
| National and state roads and highways | Freight-only rail                  |
| Roads                                 | Urban area                         |
| Bus routes                            | NSW TrainLink train and coach stop |

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## 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 *Central West 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 work to identify and prioritise actions for the future, so that they may be delivered as funding becomes available.

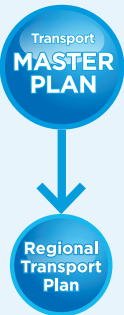
The NSW Government is working hard to ensure that our regional land use and transport plans are aligned, ensuring the greatest benefit from our investment and for our transport customers.

### Taking action

Consistent with the Transport Master Plan, Transport for NSW will focus on delivering the *Central West 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 Regional Organisations of Councils and Regional Development Australia
- A commitment to extensive community engagement and customer consultation as we develop the initiatives in the Plan.



## WE LISTENED

Our commitment to customers involves listening to people in the Central West region. The feedback we have includes the extensive consultation that informed the *NSW Long Term Transport Master Plan* and direct customer feedback through the Regional Household Travel Survey pilot.

### Long Term Transport Master Plan

More than 1,200 submissions were received during the development of the Long Term Transport Master Plan including specific submissions identifying transport issues in the Central West region.

In the Central West region a Regional Forum was held on the 26th April 2012 in Orange with more than 60 people in attendance following the release of the *NSW Long Term Transport Master Plan Discussion Paper*. In addition, meetings were held with local, state and Australian government representatives during mid 2013.

Specific suggestions were made throughout this consultation process to improve transport within the Central West region, including:

- Recognising the importance of air services to Sydney for critical medical, employment and business purposes
- Maintaining and improving public and community transport services to ensure access to services and facilities
- Supporting economic development through freight infrastructure
- Planning for the growth of regional centres through a coordinated approach to land use planning and transport
- Improving regional road links and improving road safety – for example the Bells Line of Road and connections between Mudgee and Orange
- Thinking about alternative ways to transport people.

This Regional Transport Plan builds on these projects and identifies a number of more detailed actions necessary to enable growth within the Central West region.

### REGIONAL HOUSEHOLD TRAVEL SURVEY PILOT

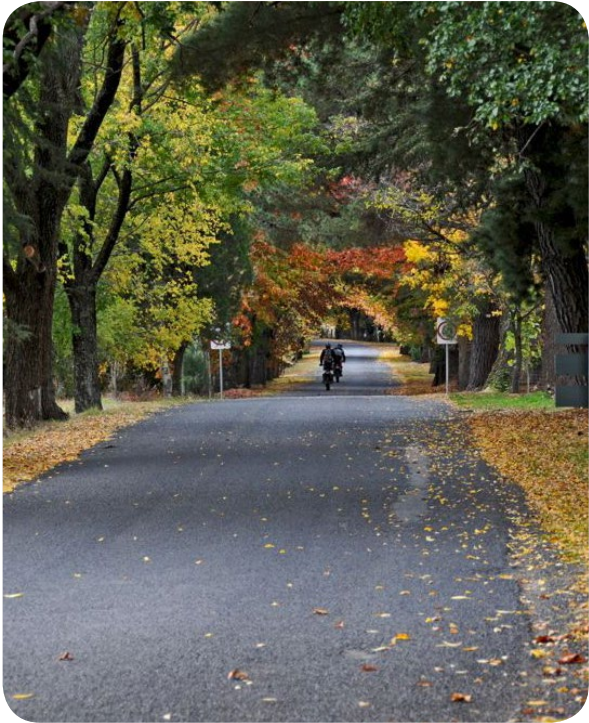
The Regional Household Travel Survey Pilot was undertaken by Transport for NSW during 2012 to help us understand what influences the transport decisions of people in the Central West region.

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

The top three reasons for travel in the Central West are for social and recreational purposes (27 percent), shopping (25 percent) and for commuting (17 percent).











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

