

Wiradjuri Park

We have plans to beautify Wiradjuri Park. There is an opportunity to create an attractive community space and we are working with the Aboriginal community to ensure the park is improved respecting Aboriginal heritage.



Building a better Dubbo

MYTH

The NSW Government is not listening or telling the truth

FACT

We are listening and your feedback is vital



We care what the community has to say, accept that there are mixed views and want the best for Dubbo. While each project is at different stages of planning and execution, there are multiple opportunities to review plans, ask questions of the project teams and have a say to help shape final designs. All data from all studies carried out is available to the public.

Contact us:

If you have any questions or would like more information on Dubbo road projects please contact our project team:

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Infrastructure boom for Dubbo

Know the facts



INFRASTRUCTURE BOOM FOR DUBBO - MYTHS BUSTED!

Building a Better Dubbo is a \$195 million NSW Government vision to support the rapidly growing Dubbo economy. Five major infrastructure projects will improve transport access during times of flood, provide better travel times for local and visiting motorists to support Dubbo businesses and improve access for freight.

FLOOD FACTS



Myth: River Street bridge isn't going to help with flood immunity as it starts and ends in a flood zone

Fact: Dubbo is on a flood plain. There is no easy solution and there are constraints with all options. The new bridge will keep people moving through and around Dubbo during a flood.

Myth: The River Street bridge will only provide flood immunity for a 1:20 year flood

Fact: The bridge will provide 1:100 year flood immunity; the upgraded roads on either side of the bridge will provide flood immunity up to 1:50 year for a Macquarie River flood. This second high level crossing of the Macquarie River which will connect to River Street will provide an essential east-west connector for Dubbo to ensure access during floods for emergency services, local schools, hospital and the airport.

Myth: The River Street option won't work as the highway north of the river and Bourke Street intersection also floods

Fact: The River Street option is not attempting to address flooding north of the Newell Highway intersection. Roads and Maritime acknowledges this area floods and during this time it is intended that the existing council flood detour will be used.

TRAFFIC FACTS



Myth: River Street bridge isn't going to help with traffic flow in Dubbo

Fact: The River Street design out-performed the other six options in terms of providing improved local traffic flow in Dubbo, improved local freight and heavy vehicle traffic access across the river and for future growth in north-west Dubbo. It also will ensure the least impact to local property.

Myth: Upgrading Troy Bridge would be a better option than a River Street bridge

Fact: There is no evidence or data to support this option. There would be significantly more impacts to property in a busier part of Dubbo. It would not improve local flooding and east-west congestion would remain an issue.

Myth: The River Street bridge plan will do nothing to reduce traffic on Whylandra Street

Fact: It is not an objective of the River Street Bridge to address congestion in Whylandra Street. This is being addressed by the upgrade of the Newell and Mitchell highway intersection. Dubbo Regional Council is responsible for addressing local traffic needs and issues arising from the expansion of west Dubbo.

RING ROAD FACTS



Myth: A ring road like the one in Orange would be more beneficial than the River Street option

Fact: Studies show more than 90 per cent of motorists want to visit rather than travel past Dubbo, meaning an outer ring road option would only benefit 10 per cent of motorists. A ring road would also not solve east-west access to schools, the airport and emergency services during flooding.

Myth: Orange got a ring road, so should Dubbo

Fact: Orange City Council built their ring road at their cost, with support from the NSW Government. A Dubbo ring road would be the responsibility of Dubbo City Council to progress when there is a plan for Dubbo's expansion and seek NSW Government support for planning and delivery. The NSW Government is responsible for the state road network; council needs to plan and deliver broader road infrastructure.

NEWELL HIGHWAY / MITCHELL HIGHWAY INTERSECTION FACTS



Myth: Roads and Maritime is removing parking at the Victoria Street shops as part of the Newell Highway / Mitchell Highway intersection upgrade

Fact: The parking in front of the Victoria Street shops is being retained with the exception of two spaces closest to the intersection. This was an amendment to the project after valuable feedback from the local community.

Myth: Roads and Maritime doesn't care about the impact to businesses and residences by stopping a right turn into Baird Street

Fact: We do care. We are listening to community feedback about these proposed changes and will review our plans, traffic modelling and other potential options for traffic movements around the upgraded intersections. Once all feedback has been received and the review is complete, we will be back in contact with affected residents and businesses and the wider community.

WIRADJURI PARK AND ABORIGINAL HERITAGE FACTS



Myth: The River Street bridge will destroy Aboriginal land and artefacts

Fact: The project team is working with the Aboriginal community and will work together to beautify Wiradjuri Park while following strict processes to ensure the preservation of Aboriginal and cultural heritage. Four Aboriginal heritage sites have been identified in the project corridor and we are working closely with the Aboriginal community to relocate and preserve all artefacts. The grinding grooves will not be impacted.