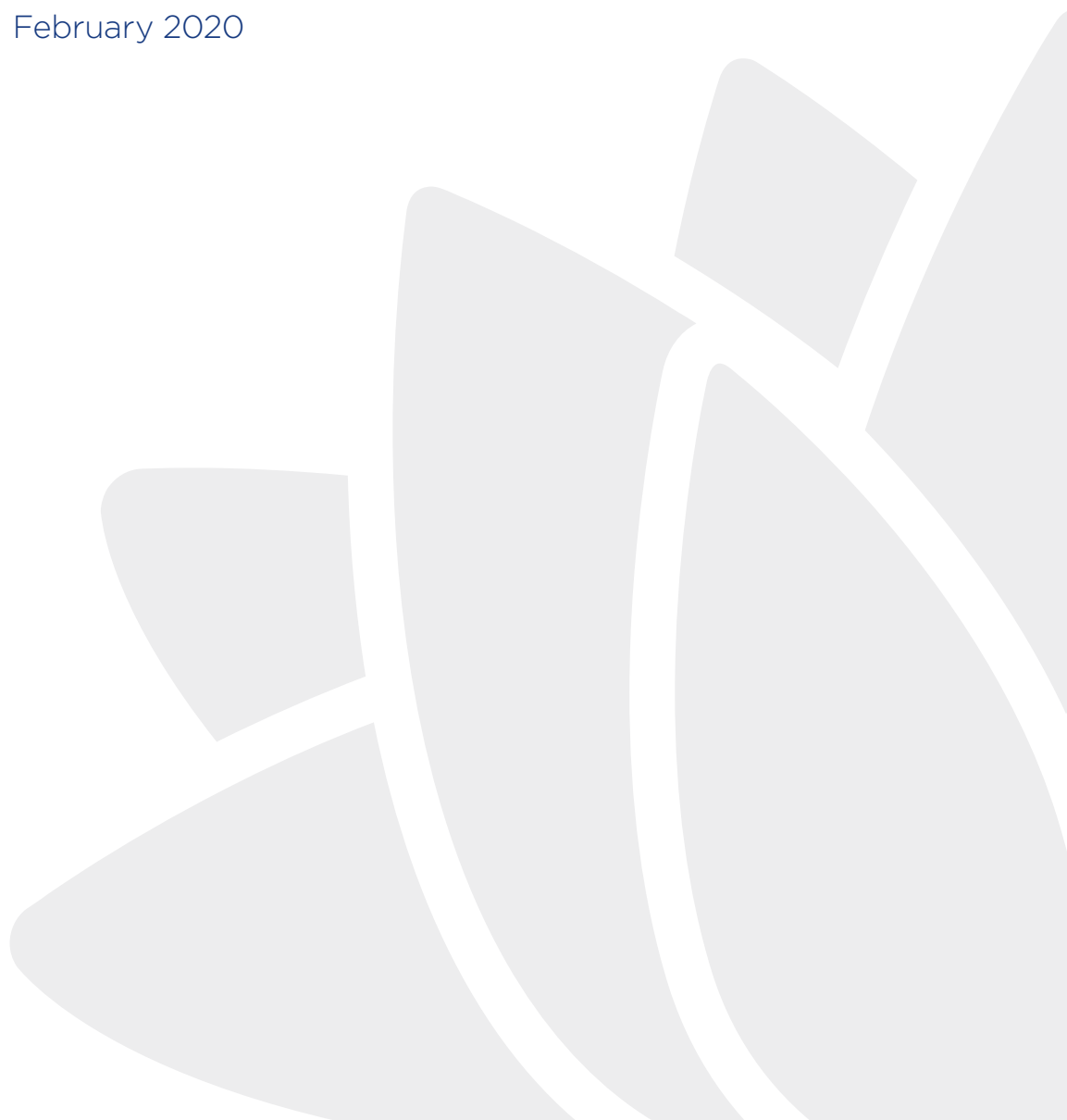


# New Dubbo Bridge

## **Display of six options for a new bridge over the Macquarie River**

Community Consultation Summary Report  
(2016/17 engagement activities)

Transport for NSW | February 2020





# Contents

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<b>Executive Summary</b>	<b>2</b>
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<b>1. Introduction</b>	<b>3</b>
1.1 Background	3
1.2 Strategic corridor options	4

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<b>2. Consultation approach</b>	<b>6</b>
---------------------------------	----------

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<b>3. Consultation outcomes</b>	<b>7</b>
3.1 Comparison of strategic corridor options	7
3.2 Feedback on strategic corridor options	10
3.3 Desired project outcomes	16

---

<b>4. Summary of feedback received</b>	<b>17</b>
4.1 Community feedback	17
4.2 Feedback from agencies	23
4.3 Feedback from businesses and community organisations	25
4.4 Feedback from community organisations	27

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<b>5. Recommendation of River Street as the preferred option</b>	<b>29</b>
5.1 The proposal	29
5.2 Value management workshop	31
5.3 Next steps	31

---

<b>Appendices</b>	<b>32</b>
Appendix A – Community Update	32
Appendix B – Postcard	36
Appendix C – Postcard distribution area	37
Appendix D – Newspaper adverts	38
Appendix E – Facebook post	40
Appendix F – Online survey questions	41

---

<b>Tables</b>	
Table 3-1 Scores for Purvis Lane corridor	10
Table 3-2 Scores for River Street corridor	11
Table 3-3 Scores for Myall Street corridor	12
Table 3-4 Scores for LH Ford Bridge corridor	13
Table 3-5 Scores for Baird Street corridor	14
Table 3-6 Scores for Tamworth Street corridor	15
Table 4-1 Summary of community comments	17
Table 4-2 Summary of agency feedback	23
Table 4-3 Summary of business community feedback	25
Table 4-4 Summary of freight company feedback	26
Table 4-5 Summary of community organisation feedback	27

# Executive Summary

The NSW Government is investing in a new bridge over the Macquarie River in Dubbo to ease congestion and maintain reliable access through Dubbo during flood events.

Community and stakeholder engagement has been an important part of the development of the New Dubbo bridge project and Transport for NSW (TfNSW), previously Roads and Maritime Services\* has engaged with key stakeholders and the broader community throughout the proposal's development.

Dubbo Regional Council (previously Dubbo City Council) has been a key stakeholder during the development of the project. In 2012, the then Dubbo City Council published its *Road Transportation Strategy to 2045*.

Transport for NSW based preliminary options for the New Dubbo Bridge on eight different locations for a new high-level bridge that were outlined in Council's *Road Transportation Strategy to 2045*.

Council's options were amended by Transport for NSW to better suit road design criteria and fit into the road network. The options were discussed between Transport for NSW and Council and six corridors were identified for further development.

As part of this process, Transport for NSW undertook a period of community consultation from 16 May to 13 June 2016 to gather community feedback and sentiment towards the six options proposed.

This Community Consultation Summary Report is a summary of the community consultation carried out by Transport for NSW between 16 May to 13 June 2016 during the display of six options for a new high-level bridge in Dubbo. It outlines the consultation approach undertaken by Transport for NSW, including the tools and techniques used to engage with the community and stakeholders.

The communications and consultation program was comprehensive. Transport for NSW received close to 900 submissions and interacted with more than 650 community members and stakeholders across a number of consultation events.

Key issues raised by the community and stakeholders about the six options for a new Dubbo bridge included:

- Integrating a bridge with a ring road
- Building a bridge near the CBD would increase congestion
- That residential growth should be considered.

These issues were considered and progressed as Transport for NSW undertook further consultation with key stakeholders, including Dubbo Regional Council and community groups, in conjunction with traffic modelling and preliminary environmental investigations. This report also outlines the activities that contributed to informing the selection of the preferred option at River Street.

In June 2017, River Street was announced as the preferred option after consideration and assessment of traffic impacts, environmental issues and community feedback.

\* In 2019 Roads and Maritime Services merged with Transport for NSW, for clarity in this report reference will be made as Transport for NSW (TfNSW).

# 1. Introduction

## 1.1 Background

Transport for NSW has carried out investigations and community consultation to identify a preferred option for a second bridge crossing the Macquarie River at Dubbo.

Dubbo, in central western NSW, has two major highway bridges crossing the Macquarie River. Emile Serisier Bridge on the Newell Highway and LH Ford Bridge on the Mitchell Highway carrying a total of around 37,500 vehicles per day over six lanes. Dubbo is a major centre along the Newell Highway corridor, and is located at the junction of the Newell Highway, Mitchell Highway and Golden Highway.

Emile Serisier Bridge is closed when it is impacted by flooding, which occurs in events smaller than the 10 year Average Recurrence Interval (ARI), which translates to an average of one to two days closure each year. When Emile Serisier Bridge is closed, all Newell Highway traffic uses a flood detour route that includes LH Ford Bridge and local roads. The two-lane LH Ford Bridge doesn't have sufficient capacity to carry this additional traffic, and Dubbo experiences long traffic delays when the flood detour route is in operation. Emile Serisier Bridge was closed for two weeks following the 2010 Dubbo flooding event.

Two strategic documents have highlighted the need for a new high-level (flood free) bridge in Dubbo. Transport for NSW's Newell Highway Corridor Strategy (2015) identifies an improved flood route as a strategic outcome. Dubbo Regional Council's Transportation Strategy (2012) also highlights the need for a second high-level bridge.

The objectives of the New Dubbo Bridge project are to:

- Improve route reliability of the Newell Highway for all customers
- Improve Performance Based Standard 3A (PBS 3A) access along the Newell Highway and maintain PBS 3A access west of Dubbo.

Due to the configuration of the roads in Dubbo, traffic is significantly impacted during a flood event as existing river crossings are subject to flooding and traffic must be diverted via alternative routes through the town when this occurs.

In 2012, the then Dubbo City Council published its *Road Transportation Strategy to 2045* which outlined the future development of Dubbo's transportation network in response to long-term population growth and the development of areas within Dubbo. The strategy also mentioned eight different locations for a new high-level bridge. These options were:

- River Street
- Myall Street
- Next to Serisier Bridge linking Thompson Street and Erskine Street
- Opposite Talbragar Street
- Connecting to Wingewarra Street in the CBD
- A duplicated LH Ford Bridge
- Cobra Street to East Street
- Minore Road to Tamworth Street.

Council's *Road Transportation Strategy to 2045* and the Transport for NSW *Newell Highway Corridor Strategy* (May 2015) both highlighted the need for a new high-level bridge in Dubbo. The *Newell Highway Corridor Strategy* identified the need to ensure that PBS 3A vehicles have access along the entire Newell Highway, and to provide increased flood immunity for Newell Highway traffic.

In response to these local and national contexts, Transport for NSW began exploring potential options for a new bridge in Dubbo in July 2015. Six preliminary route options were identified for further development and investigation. These options were based on Council's eight options and were amended to better suit road design criteria, fit into the existing road network, and minimise impacts on the community. Transport for NSW consulted with Council throughout this process as a key stakeholder.

# 1. Introduction continued

The resulting six options would provide a high-level crossing of the Macquarie River and were subject to further analysis through traffic modelling, preliminary environmental investigations and community consultation.

The six strategic corridor options considered were:

- Purvis Lane
- River Street
- Myall Street
- LH Ford Duplication
- Baird Street
- Tamworth Street.

Further information about the need for a new high-level river crossing in Dubbo and the six options considered is provided in the [New Dubbo Bridge Options Report \(May 2016\)](#).

## 1.2 Strategic corridor options

As part of route options assessment, six strategic corridor options were displayed for community consultation in May and June 2016 (Figure 1-1).

Community and stakeholder feedback, further technical investigations and a value management workshop were carried out to identify a preferred option.

### Purvis Lane

The Purvis Lane option would extend from Thompson Street near the Mitchell Highway in West Dubbo and travel along the current Bunglegumbie Road to near Blizzardfield Road. It would then turn to cross the river over a new straight bridge and connect with the Newell Highway near Purvis Lane.

### River Street

The River Street option would continue from Thompson Street near the Newell Highway along a new road following along the western river bank. This new road would travel north before crossing the river to connect the Newell Highway near River Street.

### Myall Street

The Myall Street option would also follow a new road along the western river bank of the Macquarie River. It would then cross the river near the northern side of Bob Dowling fields before joining the Newell Highway near Myall Street.

### LH Ford Duplication

The LH Ford Duplication option would involve building a second bridge next to the current LH Ford Bridge, either upstream or downstream. The new bridge would connect to the Mitchell Highway in West Dubbo and to an improved Macquarie Street intersection.

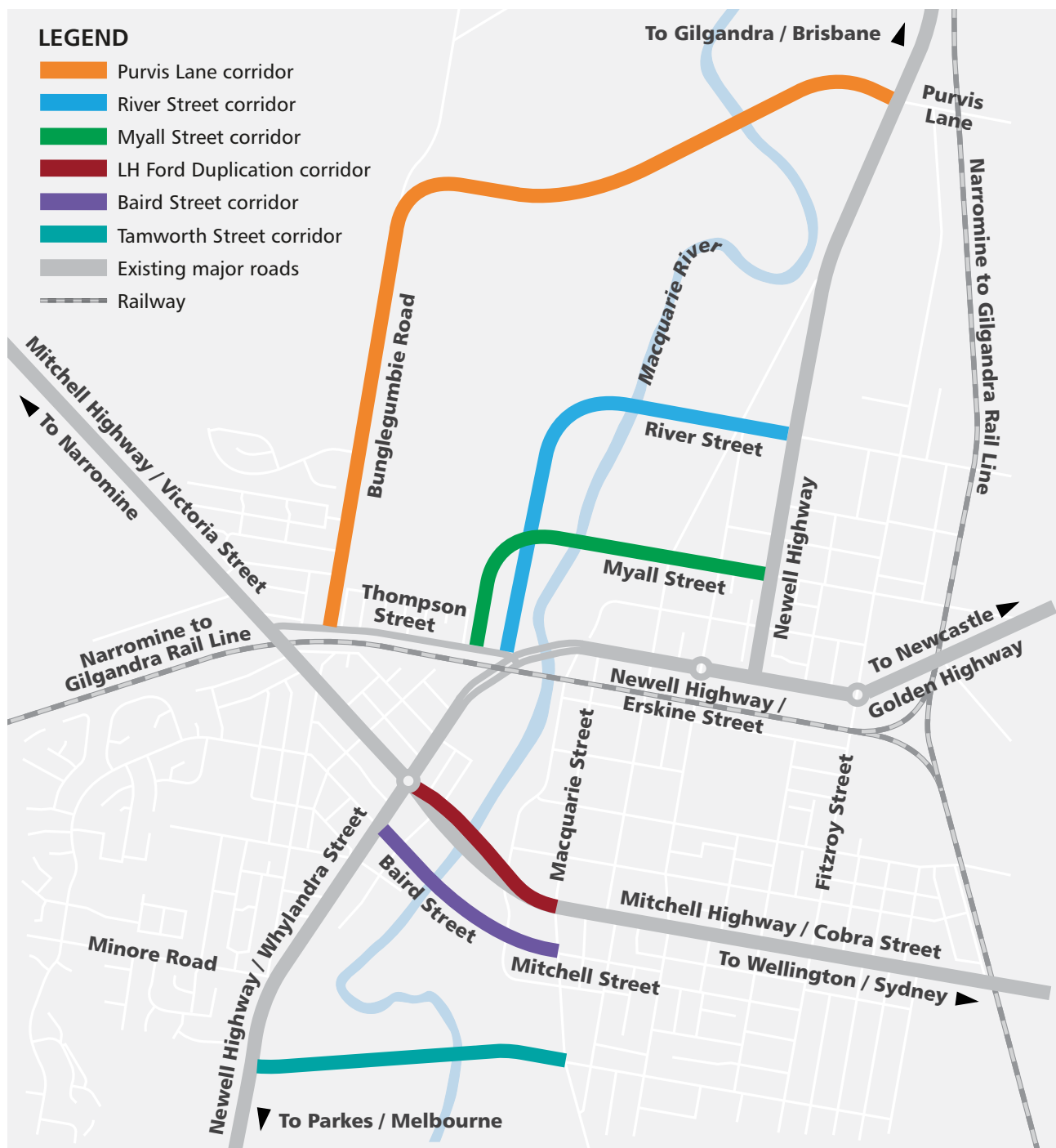
### Baird Street

The Baird Street option would connect the Newell Highway in West Dubbo to Macquarie Street near Mitchell Street in south Dubbo. It would involve intersection improvements at Baird Street/Newell Highway and where the new bridge connects at Macquarie Street.

### Tamworth Street

The Tamworth Street option would connect from near the golf course in west Dubbo, across the flood plain to Macquarie Street near Tamworth Street.

Figure 1-1 Strategic corridor options



## 2. Consultation approach

Transport for NSW sought community feedback on the six corridor options from Monday 16 May to Monday 13 June 2016.

Local residents, community organisations, businesses and government agencies were notified through local print, digital media and radio. A letter introducing the project and detailing community information sessions was sent to residents and businesses within the New Dubbo Bridge project area in early May 2016.

Community members were invited to provide feedback via telephone and email, or at one of five staffed displays held at community events:

- Orana Mall on Thursday 19 May 2016
- Dubbo Farmers Market on Saturday 21 May 2016
- Cyril Flood Rotunda on Friday 27 May 2016
- Orana Mall on Wednesday 1 June 2016
- Cyril Flood Rotunda on Tuesday 7 June 2016.

Community members were asked to complete an online survey to identify their relative preference between corridor options. Questions asked of the community included:

- What street and suburb do you currently live in?
- How old are you?
- How best does each option meet your needs? Can you rate how each option appeals to you with five being most appealing and one being least appealing?
- What are your reasons for your rankings above?

- To help us identify a preferred corridor option, we would like your views on how important the following factors are for a new bridge. Please rank these as either not important, important or very important:
  - Improves day-to-day traffic flow
  - Reduces traffic delays caused by flooding
  - Access to growth areas and future development
  - Safe roads
  - Low impacts on the natural environment
  - Avoid impacting productive agricultural land
  - Strengthens local business and commerce
  - Traffic noise when the bridge is finished
  - Disruption while building the bridge
  - Project cost
  - Visual appeal and design quality
  - Providing for heavy vehicles and freight traffic
  - Other.
- Do you have any other general comments on the proposed new bridge?

Almost 900 submissions were received.



# 3. Consultation outcomes

This section of the report summarises the content of the surveys, community information sessions and feedback provided via the project telephone line and email address. Feedback received at meetings held with stakeholders and Dubbo Regional Council is provided at the end of this report.

The project team will continue to report on community feedback and issues throughout the project's development.

## 3.1 Comparison of strategic corridor options

Based on the responses to the question on which of the six strategic corridor options was 'most appealing' and which were 'least appealing', it was possible to assess which option is most preferred. The average (unweighted) scores (out of five, with five being most appealing) for each option are provided below:

- Purvis Lane corridor – 2.61 (rank = 2)
- River Street corridor – 2.56 (rank = 3)
- Myall Street corridor – 2.42 (rank = 5)
- LH Ford Bridge corridor – 2.47 (rank = 4)
- Baird Street corridor – 2.28 (rank = 6)
- Tamworth Street – 2.90 (rank = 1)

There was no option where the average score was much higher than the others. The Tamworth Street corridor option ranked slightly higher, indicating it is the preferred option when compared with the other five options.

The remaining five options are generally quite closely ranked, with the second most appealing option being the Purvis Lane corridor and the lowest ranking, least appealing option being the Baird Street option.

A more detailed analysis of the responses received, broken down on the basis of the scores allocated, is provided in this section.

### 3.1.1 Scores for 'most appealing' option

Scores of five were allocated to the options that were considered 'most appealing' by respondents (Figure 3-1). Considering only scores of 'most appealing', the Tamworth Street option was most commonly ranked 'most appealing' (34%), followed by Purvis Lane (21%).

Considering only scores of four (or second most appealing), the distribution of responses across the six options is more even (Figure 3-2). The options most commonly allocated a score of four are the River Street and Baird Street corridors.

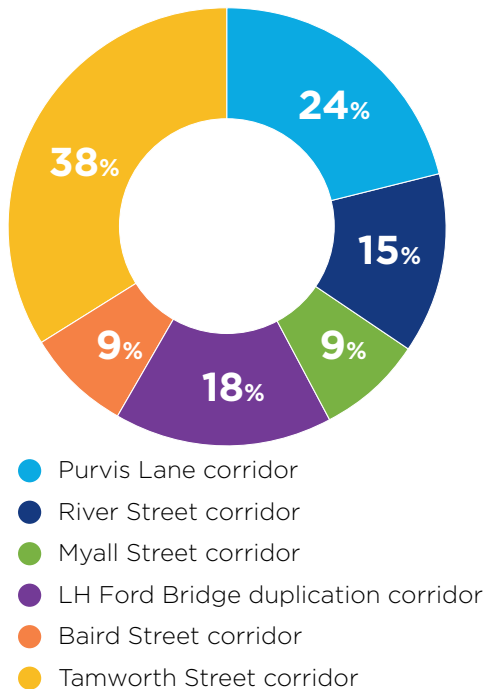
Scores of three (or third most appealing) were allocated primarily to the Tamworth Street corridor option, followed by the Baird Street and LH Ford bridge duplication options (Figure 3-3).

Scores of two (or second least appealing) were allocated primarily to the River Street corridor option, followed by the Myall and Baird Street options (Figure 3-4).

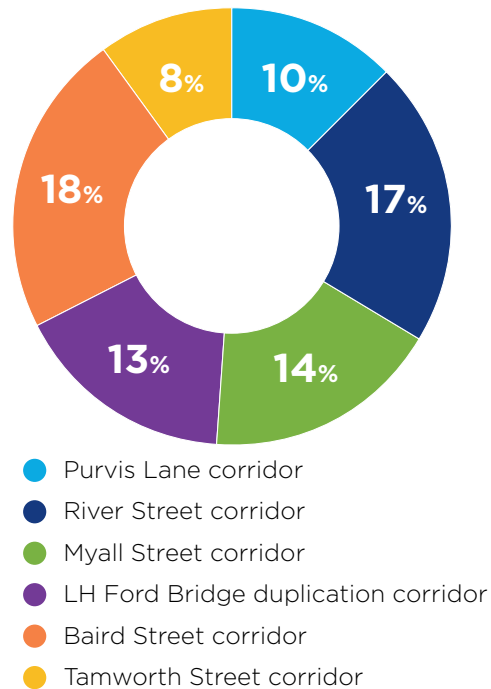
The distribution of 'least appealing' scores was relatively even across all six options (Figure 3-5). The option most commonly rated 'least appealing' was Purvis Lane (19%) followed by the LH Ford Bridge duplication option (18%).

### 3. Consultation outcomes continued

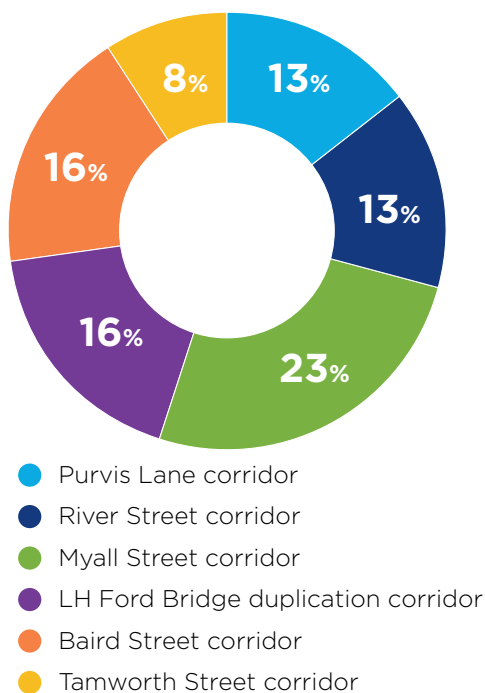
**Figure 3-1 Distribution of 'most appealing' scores**



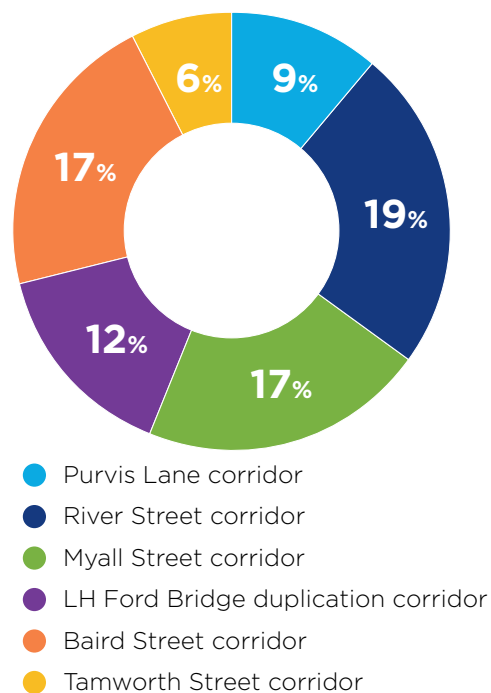
**Figure 3-2 Distribution of second 'most appealing' (4) scores**



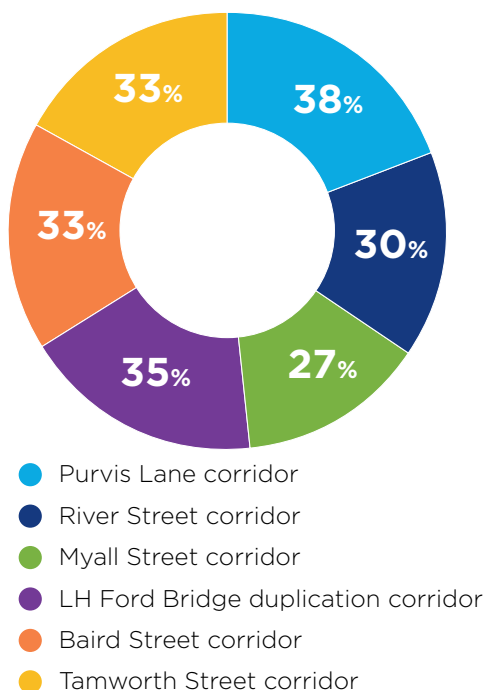
**Figure 3-3 Distribution of third 'most appealing' (3) scores**



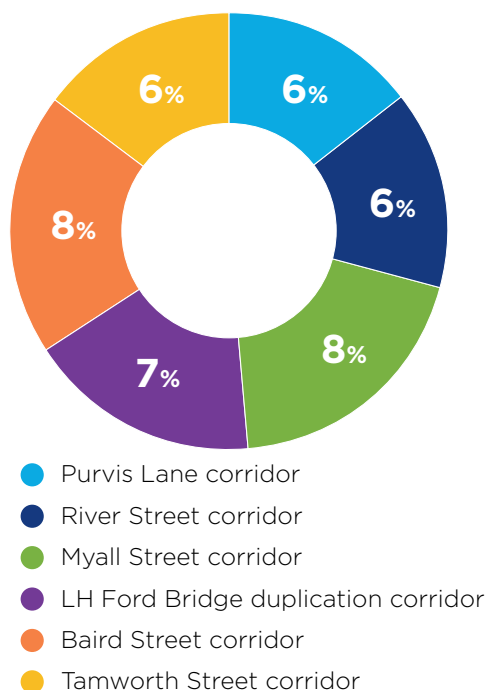
**Figure 3-4 Distribution of second 'least appealing' (2) scores**



**Figure 3-5 Distribution of 'least appealing' (1) scores**



**Figure 3-6 Distribution of non response (blank) (0) scores**



**875** people  
responded to  
the survey



**The Purvis Lane and Tamworth Street** corridor options contain the most polarising opinions within the community

**Traffic flow** and **safer roads** are the two most important factors to the community



**The Purvis Lane** option is most preferred by older members of the community

**Construction period** and **cost** are the two least important factors to the community



**The Tamworth Street** option is most preferred by younger members of the community

## 3. Consultation outcomes continued

### 3.2 Feedback on strategic corridor options

An analysis of the key concerns and potential benefits raised in relation to each of the six strategic corridor options is provided in this section.

#### 3.2.1 Purvis Lane corridor

Table 3-1 summarises the responses received in relation to the Purvis Lane strategic corridor option. The key issues raised, including both opportunities and constraints, are graphed in Figure 3-6.

A total of 94 comments were analysed, of which 76 (or 80%) were positive (refer Figure 3-7).

The overwhelming number of community responses for the Purvis Lane corridor related to benefits associated with distributing traffic

away from key residential areas and avoiding leading traffic through Dubbo city centre (Figure 3-7). Residents expressed concern that alternative bridge options would increase the traffic flow through the city centre, pointing out that a bridge at the Purvis Lane corridor would prevent unnecessary traffic congestion in the town centre.

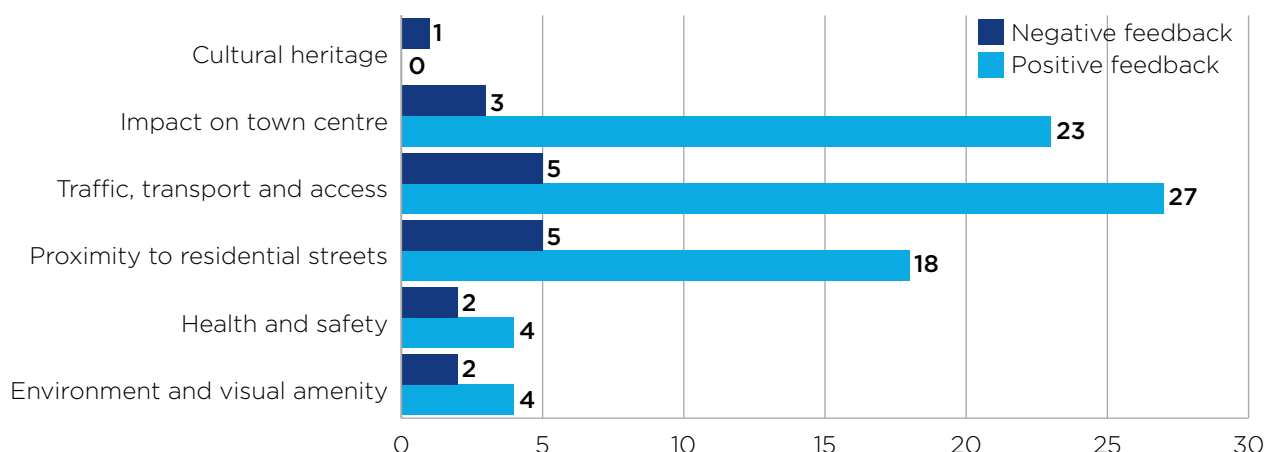
Residents also observed that Purvis Lane services an industrial precinct which is the source of a number of heavy vehicle movements. Residents commented that selecting the Purvis Lane corridor would divert traffic, particularly heavy vehicles, away from residential areas and the town centre, alleviating health, safety and environmental concerns.

Respondents that were not supportive of this option considered that it was too far from the city centre.

**Table 3-1 Scores for Purvis Lane corridor**

Score		No. of responses	Percentage of responses
<div> <div></div> <div>Most appealing</div> <div></div> </div>	Rating 5 (most appealing)	210	24%
	Rating 4	88	10%
	Rating 3	114	13%
	Rating 2	79	9%
	Rating 1 (least appealing)	332	38%
Least appealing	Rating 0 (non response)	52	6%

**Figure 3-6 Feedback for Purvis Lane corridor**



Due to rounding calculations, some tables may not equal 100%

### 3.2.2 River Street corridor

Table 3-2 summarises the responses received in relation to the River Street strategic corridor option. The key issues raised, including both opportunities and constraints, are graphed in Figure 3-8.

A total of 34 comments were analysed, of which 26 (or 76%) are positive (refer Figure 3-8).

The key perceived benefit of the River Street option was that it would direct traffic away from residential areas and the town centre (refer Figure 3-8). It was considered that the River Street corridor has more capacity to accommodate additional traffic.

The benefits of the River Street corridor were considered to include:

- Potential to alleviate future traffic congestion
- Logical positioning for a new bridge
- Suitability of the location for improved flood immunity.

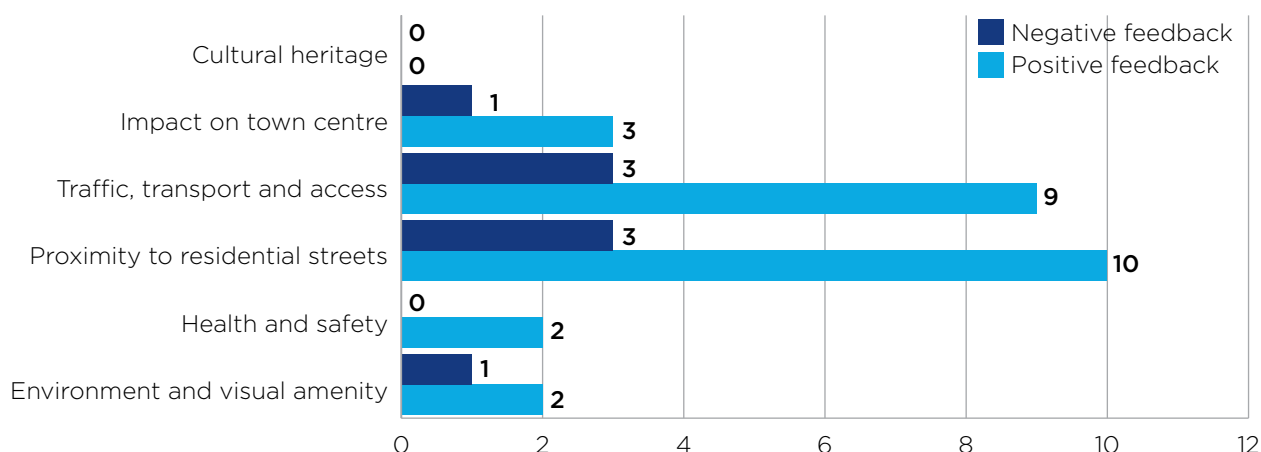
Respondents that were not supportive of this option made the following comments:

- River Street takes traffic too far from town
- River Street (and Myall Street) options would put too much pressure on Thompson Street and Bumblegum Road
- The River Street (and Myall Street) routes will push traffic north and it is more likely that traffic will then head back towards the CBD or the new industrial area

**Table 3-2 Scores for River Street corridor**

Score		No. of responses	Percentage of responses
<div> <div></div> <div></div> <div></div> <div></div> <div></div> </div>	Rating 5 (most appealing)	131	15%
	Rating 4	149	17%
	Rating 3	114	13%
	Rating 2	166	19%
	Rating 1 (least appealing)	263	30%
Least appealing	Rating 0 (non response)	52	6%

**Figure 3-8 Feedback for River Street corridor**



Due to rounding calculations, some tables may not equal 100%

## 3. Consultation outcomes continued

### 3.2.3 Myall Street corridor

Table 3-3 summarises the responses received in relation to the Myall Street strategic corridor option. The key issues raised, including both opportunities and constraints, are graphed in Figure 3-9.

A total of 34 comments were analysed, of which 19 (or 56%) are positive and 15 (or 44%) were negative (refer Figure 3-9).

Residents expressed concern about the proximity of the Myall Street corridor to existing residential areas, specifically in relation to potential increases in noise and air pollution, and road safety concerns (refer Figure 3-9).

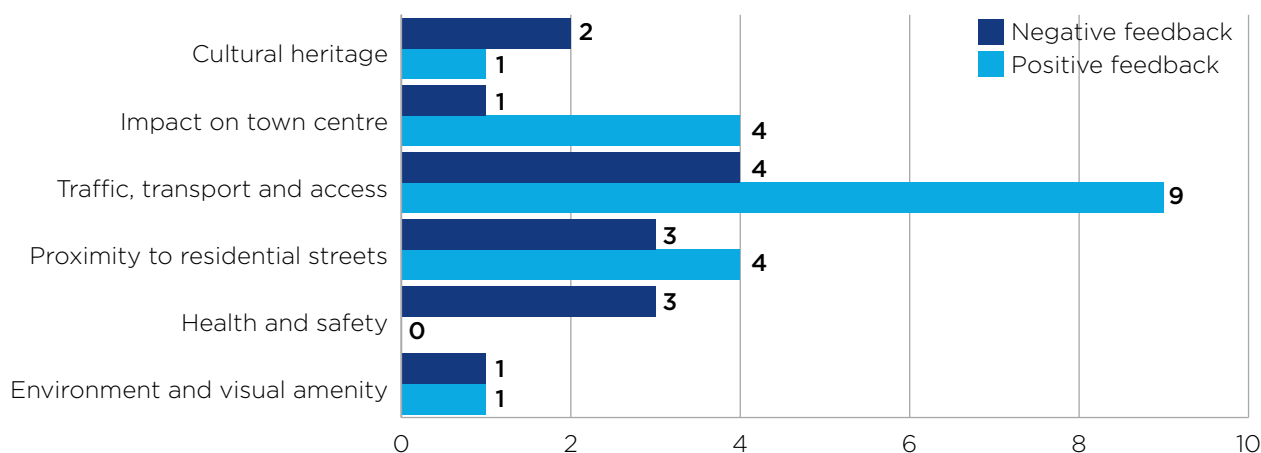
Some respondents felt that the location of this option would not attract traffic flows sufficient to justify the cost of building a new bridge. In contrast, the proximity of this option to existing residential areas was considered beneficial in terms of ease of access for residents and increased connectivity to surrounding areas.

Two respondents expressed concerns regarding potential impacts on heritage sites in proximity to this strategic corridor.

**Table 3-3 Scores for Myall Street corridor**

Score		No. of responses	Percentage of responses
Most appealing ↑ ↓ Least appealing	Rating 5 (most appealing)	79	9%
	Rating 4	123	14%
	Rating 3	201	23%
	Rating 2	149	17%
	Rating 1 (least appealing)	236	27%
	Rating 0 (non response)	70	8%

**Figure 3-9 Feedback for Myall Street corridor**



Due to rounding calculations, some tables may not equal 100%

### 3.2.4 LH Ford duplication corridor

Table 3-4 summarises the responses received in relation to the LH Ford Bridge duplication strategic corridor option. The key issues raised, including both opportunities and constraints, are graphed in Figure 3-10.

A total of 43 comments were analysed, of which 26 (or 60%) were negative (refer Figure 3-10).

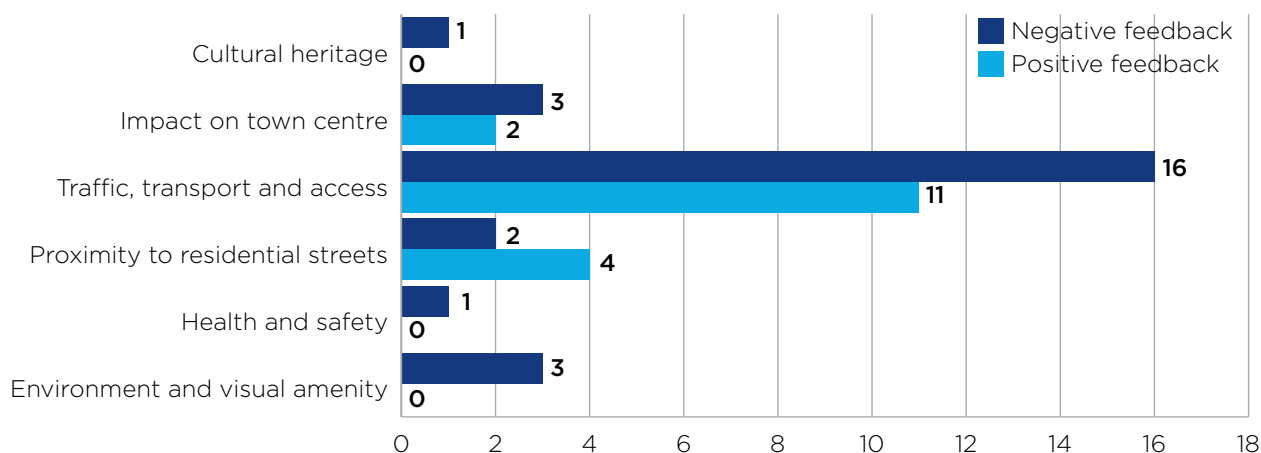
The primary concern for residents who do not favour a bridge next the existing LH Ford Bridge is the increased traffic from the Mitchell Highway passing through the city centre

causing increased traffic congestion (Figure 3-10). In contrast, some residents believe that this location is the most logical for a new bridge as it will run alongside the existing LH Ford Bridge and distribute traffic across two bridges which will assist in traffic flow. There was also concern over providing opportunity for increased vehicle access through this location that will negatively impact on the health and safety of residents living in neighbouring residential areas.

**Table 3-4 Scores for LH Ford Bridge corridor**

Score		No. of responses	Percentage of responses
<div> <div></div> <div></div> <div></div> <div></div> <div></div> </div>	Rating 5 (most appealing)	156	18%
	Rating 4	114	13%
	Rating 3	140	16%
	Rating 2	105	12%
	Rating 1 (least appealing)	306	35%
Least appealing	Rating 0 (non response)	61	7%

**Figure 3-10 Feedback for LH Ford Bridge corridor**



Due to rounding calculations, some tables may not equal 100%

## 3. Consultation outcomes continued

### 3.2.5 Baird Street corridor

Table 3-5 summarises the responses received in relation to the Baird Street strategic corridor option. The key issues raised, including both opportunities and constraints, are graphed in Figure 3-11.

A total of 40 comments were analysed, of which 19 (or 48%) were positive and 21 (or 52%) were negative (refer Figure 3-11).

Many respondents considered that the Baird Street option would have positive impacts on traffic and transport, reducing traffic congestion and commuting times. They considered that it would take pressure off the

roundabout at the intersection of the Newell Highway and Mitchell Highway for traffic travelling to the town centre.

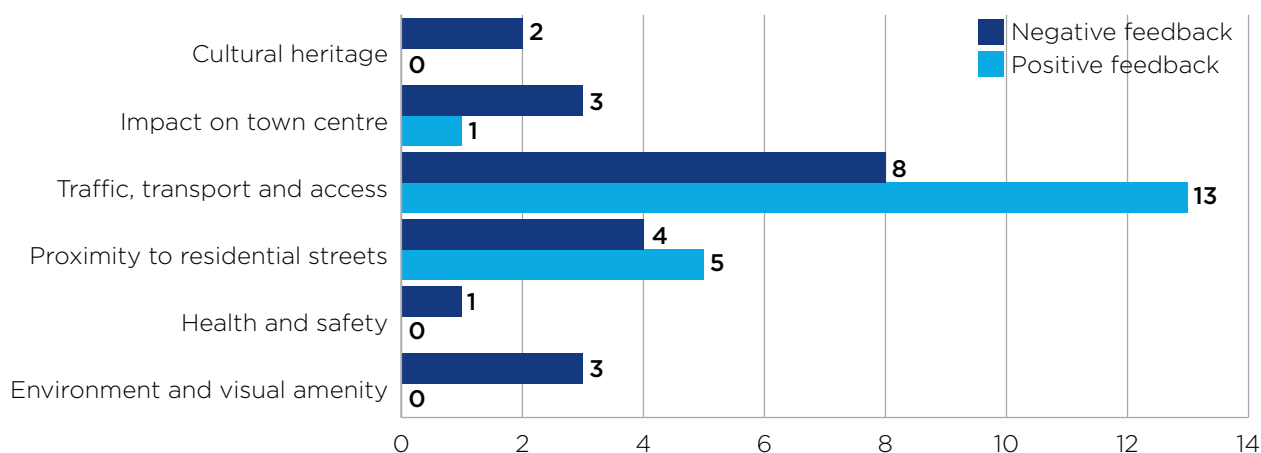
Perceived benefits associated with the Baird Street corridor option was that it would provide improved connectivity for traffic associated with land release areas in west Dubbo.

In contrast, there were concerns about the impact of a Baird Street option on local traffic, and that the strategic corridor option would attract traffic and cause congestion near residential areas.

**Table 3-5 Scores for Baird Street corridor**

Score		No. of responses	Percentage of responses
<div> <div></div> <div>Most appealing</div> <div></div> </div>	Rating 5 (most appealing)	79	9%
	Rating 4	158	18%
	Rating 3	140	16%
	Rating 2	149	17%
	Rating 1 (least appealing)	289	33%
Least appealing	Rating 0 (non response)	70	8%

**Figure 3-11 Feedback for Baird Street corridor**



Due to rounding calculations, some tables may not equal 100%



### 3.2.6 Tamworth Street corridor

Table 3-6 summarises the responses received in relation to the Tamworth Street strategic corridor option. The key issues raised, including both opportunities and constraints, are graphed in Figure 3-12.

A total of 95 comments were analysed, of which 61 (or 64%) were positive and 34 (or 36%) were negative (refer Figure 3-12).

The key perceived benefits of the Tamworth Street option were in relation to traffic and transport. It was considered to have good potential to alleviate existing bottlenecks, in particular those experienced at the

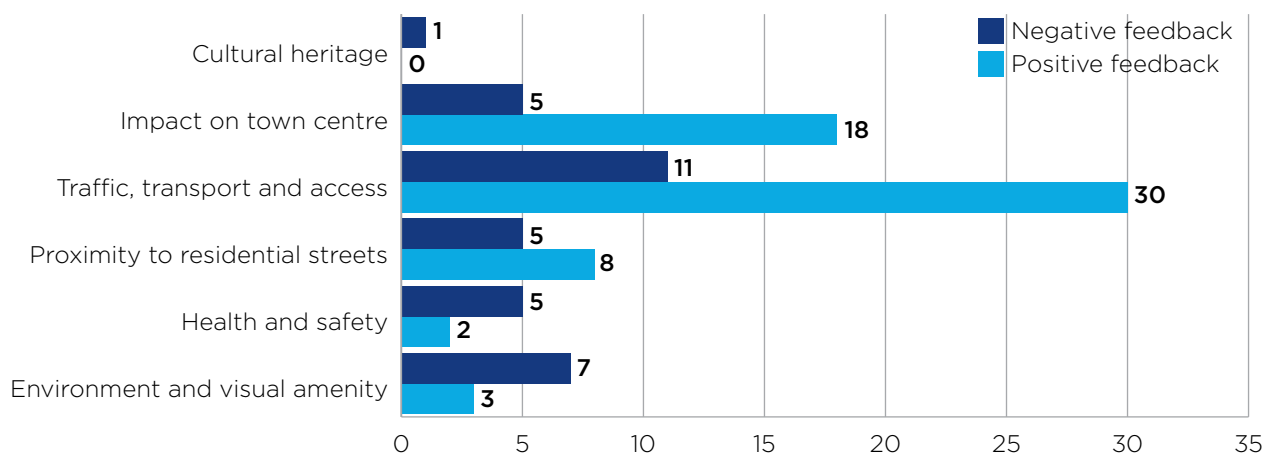
intersection of the Newell Highway and Mitchell Highway. An ancillary benefit was a potential reduction in commute times from southwest Dubbo to the town centre.

Concerns expressed by respondents included the potential to increase traffic flows past schools and public open space, which could potentially negatively impact the environment, and health and safety of local residents. Respondents also raised environmental concerns about the potential negative impacts on a wildlife corridor located to the west of the river in the vicinity of this corridor option.

**Table 3-6 Scores for Tamworth Street corridor**

Score		No. of responses	Percentage of responses
Most appealing ↑ ↓ Least appealing	Rating 5 (most appealing)	333	38%
	Rating 4	70	8%
	Rating 3	70	8%
	Rating 2	53	6%
	Rating 1 (least appealing)	289	33%
	Rating 0 (non response)	53	6%

**Figure 3-12 Feedback for Tamworth Street corridor**



Due to rounding calculations, some tables may not equal 100%

## 3. Consultation outcomes continued

### 3.3 Desired project outcomes

Respondents were asked which of the following factors they considered most important for the new bridge. The factors most commonly rated 'very important' were, in order of importance:

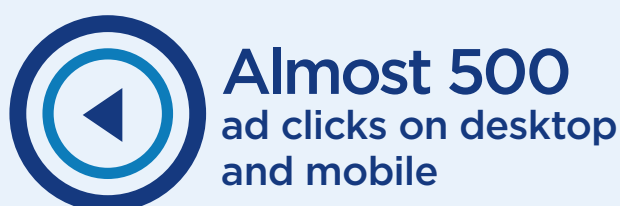
- Day-to-day traffic flow
- Safer roads
- Providing for heavy vehicles and freight traffic.

The least important factors were:

- Disruption during construction
- Project cost
- Visual appeal
- Avoiding productive agricultural land.

The most commonly occurring responses to the 'other' category included:

- Heavy vehicle movements and a desire to keep heavy vehicles out of the town centre
- Separation of local and through traffic
- Traffic congestion
- Avoidance of impacts on residential areas, in particular heritage precincts
- Avoidance of impacts on recreational areas
- Potential impacts (positive and negative) on businesses, including highway dependent businesses
- Adequate provision for detours during flood events.



# 4. Summary of feedback received

## 4.1 Community feedback

Respondents to the survey were also invited to provide general feedback on the project. The responses are summarised in Table 4-1.

**Table 4-1 Summary of community comments**

Issue	Comment
Traffic and access	<ul style="list-style-type: none"><li>• I believe the heavy traffic needs to be diverted to reduce congestion around town and moving the bridge to a low residential area will assist with this.</li><li>• As long as the traffic flow makes it easier for traffic travelling through Dubbo CBD.</li><li>• Please make lanes wider than on the current bridges.</li><li>• Easily accessible and diversion of traffic away from town.</li><li>• The sooner the better. Congested traffic at Newell Highway/Cobra Street roundabout is terrible at start and end of business hours.</li><li>• I think it's definitely needed, particularly since main roads through Dubbo have been dangerously and stupidly reduced to single lane rather than double. In a growing economic centre, where the 'quick trip around town' is half the appeal for those who move here from the city, there needs to be better developed routes around the city, somewhat like Canberra if possible.</li></ul>
	<ul style="list-style-type: none"><li>• I would hate to see heavy traffic come through south Dubbo.</li><li>• Don't put a bridge and extra traffic through south Dubbo.</li><li>• Whatever option is chosen, it will have to have an integrated approach with other upgrades to improve overall traffic flow and reduce congestion.</li><li>• Improved traffic flow between south/east and west Dubbo is most important.</li><li>• New bridge must be able to carry heavy transport quickly and efficiently, should avoid residential areas and Cobra Street as it's already congested enough.</li><li>• Having the new bridge avoid congestion through south Dubbo and having a low environmental impact are more important.</li><li>• Dubbo is not coping with growing traffic conditions.</li></ul>
	<ul style="list-style-type: none"><li>• Make it heavy vehicle rated.</li><li>• Should be four extra wide lanes to accommodate for higher future traffic volume, and designed to improve and reduce traffic noise.</li><li>• Double lanes preferred in case of slow or broken down vehicles.</li><li>• Needs to be two lanes each way for expansion.</li><li>• Make sure it is a four-lane bridge.</li><li>• Major intersection work is a must with all these options to have them effective.</li></ul>
Design	

## 4. Summary of feedback received continued

Issue	Comment
<b>Freight and business</b>	<ul style="list-style-type: none"> <li>• I believe its primary function should be for freight efficiency; removing heavy vehicles from the centre of town will improve safety, increase efficiency, alleviate stress on the road surfaces due to weight, and reduce congestion. It will also provide an alternative during flood, but as these events are relatively rare, this is a relatively unimportant factor.</li> <li>• Critical to the growth of the city.</li> <li>• Great new prospective project. Will be an asset for the city.</li> <li>• Notice needs to be taken of the local transport industry.</li> <li>• Dubbo does not flood often enough to justify the expense of a new bridge to ease traffic congestion during those times. Despite this if the bridge could offer significant benefits to traffic flow during non-flood times, particularly to commercial road users, it could be justified. It is that reason why I consider the River Street and Purvis Lane options preferable.</li> <li>• The bridge should be able to accommodate oversized vehicles, especially throughout harvest.</li> <li>• Must be high enough for access and use during floods. Just get on with it and make it viable for all trucks entering and leaving Dubbo.</li> <li>• I would not like to have a bridge that bypasses the town as this affects my business as the truck drivers spend their money with me. The shops that I am at would all suffer.</li> </ul>
<b>Active transport</b>	<ul style="list-style-type: none"> <li>• Needs to be high, not low like two of our current bridges. Needs to accommodate pedestrian and cycleway traffic as well.</li> <li>• Please provide a bike lane on either side.</li> </ul>
<b>Amenity and social impacts</b>	<ul style="list-style-type: none"> <li>• Keep it away from residential areas and the CBD. Having it to the north helps it link up with the airport and solves a lot of road freight issues. It will provide the biggest economic return in non-flood times which is 99.9% of the time. This will also have a flow on effect for the amenity of local workers, shoppers and residents.</li> <li>• It should be kept on a main highway it shouldn't interfere with residential areas. Tamworth Street is a residential area.</li> <li>• The chosen location should not impact on residential areas, so keeping with the main thoroughfare would be best.</li> <li>• It is important to not impact recreational grounds and facilities, and to avoid creating a barrier between the city and the zoo.</li> <li>• I think the new bridge needs to be at minimum impact to residents and agriculture.</li> <li>• Don't bring extra traffic into south Dubbo residential areas when there are other options that have low impacts on residential areas.</li> </ul>

Issue	Comment
<b>Future development</b>	<ul style="list-style-type: none"> <li>Any new bridge should avoid causing congestion around Cobra Street and should focus on future growth/population areas of the city in the west and south.</li> <li>Nearly all residential land development over the past few years and new development is happening in the west Dubbo, Minore Road area and in the south Dubbo area. All the traffic from these new developments is being filtered back to the centre of town to cross the LH Ford Bridge, having alternative crossing in the south/west area will help greatly reduce the LH Ford Bridge traffic congestion that appears every morning and afternoon.</li> <li>Dubbo will grow, as will the through traffic. Long-term planning is important.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>It needs to be high enough as to prevent closure due to flooding.</li> <li>Bridge needs to be high enough so that it is not affected by flood water.</li> <li>Whatever route is decided upon it is required particularly in times of flooding.</li> <li>Obviously common sense needs to be applied to ensure the bridge is high enough so as not to be affected in the event of flooding. Emile Serisier Bridge is great but when it floods it's out of action and hence traffic issues arise. During the last flood it took over an hour to get from east to west due to only one bridge being operational. This needs to be a driving factor when deciding on location and design.</li> <li>Build for floods.</li> <li>Must be usable during flood situations.</li> </ul>
<b>Timing</b>	<ul style="list-style-type: none"> <li>So urgent, please push this through as soon as possible.</li> <li>Yes the quicker the better due to the fact west Dubbo is growing at a rapid rate. It will help traffic congestion.</li> <li>Take the time to get it right. It's going to affect the future of our town for all of us.</li> <li>The sooner the better.</li> <li>Just get it built. Not everyone is going to agree with the same preferred spot to build it. If we want to grow Dubbo more, the bridge is top priority.</li> <li>I eagerly look forward to its development. There will be complaints during the process but when it is finished all those issues will be forgotten with the passage of time.</li> <li>Just build it. It is so needed.</li> <li>The sooner something goes ahead the better. Dubbo roads need a lot of work to ease congestion during peak times, as growth of the area seems to be happening quite quickly.</li> </ul>

## 4. Summary of feedback received continued

Issue	Comment
<b>Cost</b>	<ul style="list-style-type: none"> <li>• Need to see a whole-of-city traffic plan to assess benefits and costs from the options. Some won't work alone without significant network upgrades and property acquisitions.</li> <li>• Make sure the people know why it costs as much as it does, by explaining the standards and life span of the bridge (asset).</li> <li>• For the few days of disruption, is it really worth the amount of money to be spent on a flood that may never occur again?</li> <li>• The money could be spent better in other places; the river does not flood that often.</li> </ul>
<b>Construction disruption</b>	<ul style="list-style-type: none"> <li>• The benefit to travellers, business growth and the people of Dubbo will far outweigh the initial cost and interruption. At last some positive infrastructure alongside the hospital.</li> </ul>
<b>Aboriginal and non-Aboriginal cultural heritage</b>	<ul style="list-style-type: none"> <li>• Has to be named after David Peachey, as a positive Aboriginal role model.</li> <li>• Don't impact the current remaining heritage of south Dubbo.</li> <li>• It is important to preserve as much heritage housing as possible. Dubbo has little heritage housing – preserve what we have.</li> <li>• Very significant impact on the history of Dubbo.</li> </ul>
<b>Engagement process</b>	<ul style="list-style-type: none"> <li>• A much larger public discussion time should have been given for everyone (that doesn't just include residents in Dubbo itself) to think about it/read documents and formulate a response. A month is nowhere near long enough.</li> <li>• Appreciate the effort to consult with the community. Well done State Government. Come down to two proposals eventually and repeat consultation.</li> </ul>
<b>Purvis Lane option</b>	<ul style="list-style-type: none"> <li>• Purvis Lane would need a significant improvement as it is easily the worst maintained road in Dubbo.</li> <li>• As mentioned previously, Dubbo needs a bypass on the outskirts of town to direct traffic and trucks, Purvis Lane is the only option that gives this.</li> <li>• The Purvis Lane Bridge would provide the best outcome in terms of reducing impacts from noise, smell (stock trucks), safety, traffic flow and road maintenance.</li> <li>• Just build it at Purvis Lane.</li> <li>• Purvis Lane Bridge is preferred, as this option is located close to residential streets. A bridge in these locations would not impede easy pedestrian access from residential areas to the city centre.</li> </ul>
<b>River Street option</b>	<ul style="list-style-type: none"> <li>• I am not in favour of any of the options. I wanted to see the Purvis Lane or River Street crossing cross to the west, and head west out to the corridor near the airport before joining up with the Newell Highway heading south to Parkes. The current option will still bring them through the west Dubbo roundabout that is the biggest nightmare in Dubbo and it will destroy the beautiful river frontage in west Dubbo.</li> </ul>

Issue	Comment
<b>Myall Street option</b>	<ul style="list-style-type: none"> <li>The Myall Street option is close enough to the main CBD and has northeast access to divide and separate traffic until it reaches the Whylandra/Victoria Street new traffic light intersection. Traffic would also only have to negotiate two traffic lights in 500 metres, not three, as in the Baird Street option.</li> </ul>
<b>LH Ford Bridge option</b>	<ul style="list-style-type: none"> <li>The proposed bridge should be away from the LH Ford Bridge.</li> <li>To be honest building it beside the current bridge would be the best idea. If it is done right we could have four lanes running east/west through the city, if Cobra Street was taken back to the way it was. Cobra Street would obviously need to be sorted out but is the obvious and best route. The others are just band aid fixes.</li> <li>Don't put it next to the existing LH Ford Bridge. In times of flooding it will still be a nightmare when coming in from the west.</li> <li>Needs to be a true alternative. Duplication of LH Ford is the worst option. No point having a bridge that creates congestion elsewhere or increases traffic through residential areas. Must not be constrained by railway crossing.</li> <li>Do not build a duplicate corridor alongside the LH Ford Bridge as this will not help the existing traffic problems it will only make things worse.</li> <li>I am strongly opposed to the Tamworth Street and Baird Street options. I support the duplication of the LH Ford Bridge.</li> </ul>
<b>Baird Street option</b>	<ul style="list-style-type: none"> <li>The Tamworth Street and Baird Street options will have unacceptable impacts on the amenity of residential areas. I don't believe traffic flow can be adequately predicted and modelled until the new bridge is in place.</li> <li>No to Baird Street and Tamworth Street options.</li> <li>I unequivocally do not support a bridge at Tamworth Street or Baird Street. The impact on residential areas is not supported.</li> </ul>
<b>Tamworth Street option</b>	<ul style="list-style-type: none"> <li>The south-westerly region needs this more, therefore the Tamworth Street option is more reasonable as Dubbo is growing quicker in the south and west, so to put the bridge in between these areas makes sense.</li> <li>Not to be put in the Tamworth Street precinct, as this site would encourage 'rat runners' of all size vehicles, regardless of any restrictions that may be tried to put in place.</li> <li>Tamworth Street crossing probably could be built above flood levels so when there is a flood we will have two river crossings.</li> <li>I am very much against the Tamworth Street Bridge. Locating the bridge here will have a negative effect on the immediate residents in south Dubbo (increased congestion, reduced safety, noise) and will reduce the amount of open, natural landscape that is accessible to those who use the Tracker Riley cycleway, sporting fields, fishing etc for leisure pursuits. Tamworth Street should be maintained in its current form for its unique heritage value. Once this is gone it can never be recovered.</li> <li>Tamworth Street is the best and obvious choice.</li> <li>The only concern I have with the Tamworth Street option is the impact on local traffic, with Tamworth Street being a residential area in a beautiful part of Dubbo.</li> </ul>

## 4. Summary of feedback received continued

Issue	Comment
<b>Alternatives</b>	<ul style="list-style-type: none"> <li>• We would like to see the proposed new bridge take a route via the first part of River Street on the western side of the river continuing on to meet the proposed river crossing on the Purvis Lane corridor. Catering for heavy vehicles is vitally important even though it doesn't affect us but we do need another high water crossing when the river is in flood.</li> <li>• It would be good to see if a heavy vehicle bypass could be done at the same time.</li> <li>• Providing for heavy vehicles, freight traffic and a general bypass is such an important factor. This can be done by using the northern routes while still providing a secondary flood route. I am very concerned this will be overlooked to save money and a substandard solution will be built. We need the vision to plan for the future, rather than planning for a week of bad traffic once every twenty years on average, due to a flood event.</li> <li>• Heavy vehicle movements will not be improved significantly with any of the proposed crossings. A city ring road or bypass a significant distance from the CBD and able to distribute traffic among the highways would keep through traffic out of the city centre. The current situation must be extremely frustrating for freight drivers, especially B-doubles.</li> <li>• There is no point building a bridge where existing traffic is already heavy. The whole point is to build a bypass of the city. Floods are rare. Heavy through traffic is constant.</li> <li>• Council and TfNSW need to consider what is best for Dubbo on a range of topics, including trucks, traffic flow and floods. Dubbo is the thoroughfare from Melbourne to Brisbane for our trucks, so a bypass should definitely be high in the decision-making processes.</li> <li>• A truck bypass would be amazing for Dubbo traffic on a day to day basis while still providing the second option during a flood.</li> <li>• Best location is to link Hennessy Drive with Obley Road. There is a plan in place to do this, so why not do it now. The local council has been working towards this for years so why not utilise some of what is already in the pipeline.</li> <li>• Why not build a new bridge over Troy Bridge Road at the same level as the highway that way it will never be submerged in a flood and lighten the traffic flow in Dubbo. Then the trucks can come along Bunglegumby Road into west Dubbo.</li> <li>• The high-level crossing should go out on Troy Bridge Road, as this will divert all of the heavy traffic out of Dubbo and can then be used for a bypass around Dubbo in the future. A bypass will then take the pressure off the roundabout at the intersection of the Mitchell Highway and Newell Highway. Therefore there will be no need to upgrade the roundabout (save money for the bypass).</li> </ul>



## 4.2 Feedback from agencies

Table 4-2 summarises feedback received from agencies during a meeting held on 20 May 2016.

**Table 4-2 Summary of agency feedback**

Organisation	Comment
<b>Regional Development Australia – Orana NSW</b>	<ul style="list-style-type: none"> <li>The regional economy is significantly impacted during floods when freight is impacted.</li> <li>Orana recognises the efficiency of freight movement is integral to increasing productivity and economic development. As a result Regional Development Australia – Orana NSW is very interested in the Dubbo Bridge proposal and the potential impact of the new bridge on freight movement within and through the region.</li> <li>Due to the expected growth in movement of freight traffic volume on the Newell Highway, Orana suggests that the Purvis Lane corridor is the most appropriate option. This is the best option as it caters for future growth and factors in freight needs.</li> <li>The Baird Street option has a far greater impact to residents due to increases in traffic. This option does not cater for heavy vehicles.</li> <li>The Tamworth Street option is generally less preferred as businesses are located primarily in the north of town.</li> <li>The bridges must tie into the ring road.</li> <li>A low-level bridge could be built for local traffic.</li> </ul>
<b>Dubbo City Council (now Dubbo Regional Council)</b>	<ul style="list-style-type: none"> <li>The superior option is the Tamworth Street option. In times of flooding, local traffic will divert to the Newell Highway deviating away from the city centre and along the eastern side of the riverbank via Macquarie Street south, Hennessey Drive and then Wheelers Lane. Building a bridge at Tamworth Street will provide a practical solution to direct flood affected traffic.</li> </ul>
<b>Ambulance Service NSW</b>	<ul style="list-style-type: none"> <li>Ambulance workload/focus is predominantly from north and west.</li> <li>In terms of comparing the options, they would make a determination on the best route depending on location of call-out.</li> <li>All three bridges located in south Dubbo would increase gridlock in flood situation. Also the area is fairly gridlocked in normal times and these options would not alleviate this. No opportunity for emergency vehicles to overtake/get through. This would impact response times.</li> <li>If the project pushes traffic back to Cobra Street, then the LH Ford Bridge and Baird Street options are preferred.</li> </ul>

## 4. Summary of feedback received continued

Organisation	Comment
<b>NSW Police Service</b>	<ul style="list-style-type: none"> <li>• The Purvis Lane option will alleviate a lot of Wheelers Lane traffic. This provides a north-south connection and connectivity for traffic from the west travelling east. It is also ideal for oversized vehicles in wet and dry times.</li> <li>• It is considered that the River Street option would likely be more heavily utilised by local traffic than the Myall Street option.</li> <li>• There is concern about impacts on property and playing fields associated with the River Street and Myall Street options.</li> <li>• It is noted that there is a weir at the bottom of River Street.</li> <li>• The LH Ford Bridge option would alleviate congestion at the Whylandra Road / Victoria Road roundabout.</li> <li>• There is a concern that the LH Ford Bridge and Baird Street options will move congestion up to Darling Street. Could Darling Street be widened to have two lanes up to Palmer Street?</li> <li>• If the long-term goal is to improve access for restricted access vehicles, the Tamworth Street option does not meet that objective. It is a high residential area.</li> </ul>
<b>Water NSW</b>	<ul style="list-style-type: none"> <li>• The Emile Serisier Bridge is downstream of a hydrometrics site, and the weir is used as a low/medium control (currently being fitted with a fishway).</li> <li>• All of the bridge options downstream of the current bridge will have the potential to directly impact on water gauging infrastructure and measurements. This could impede on management of flows in flood events in the Macquarie River.</li> <li>• Request that any new bridge should be designed to facilitate a towed Acoustic Doppler Current Profiler for flood gauging.</li> <li>• The Macquarie River is constrained under the existing bridge, therefore any redevelopment may impact on flood ratings and flood level impacts, should any backwater effects be created.</li> </ul>

## 4.3 Feedback from businesses and community organisations

Table 4-3 summarises feedback received in submissions from businesses. Feedback received during a meeting with freight companies held on 18 May 2016 is summarised in Table 4-4.

**Table 4-3 Summary of business community feedback**

Organisation	Comment
<b>Real estate agency</b>	<ul style="list-style-type: none"> <li>• Did not prefer any of the six bridge options. Suggested bridge locations: <ul style="list-style-type: none"> <li>– Alfred Street across to Wingewarra Street</li> <li>– Minore Road across to Boundary Road.</li> </ul> </li> </ul>
<b>Taronga Western Plains Zoo</b>	<ul style="list-style-type: none"> <li>• Taronga requests that the bridge works align with and consider other planned works along the Newell Highway Corridor, of particular interest to Taronga is the southern approach to the city.</li> <li>• If Tamworth Street bridge option were to be shortlisted then Taronga requests that it be engaged as a key stakeholder. A development of this kind in the immediate vicinity of three prime visitor economy related assets would need to be very carefully considered.</li> <li>• Some of the land required to undertake this crossing is owned by Taronga and they therefore request early engagement to further consider any impacts on the area and how this will relate to Taronga's operation and the broader visitor economy.</li> <li>• Taronga recognises the importance of considering options that have the least impact on local traffic in flood times, but also very importantly to Newell Highway traffic, with favourable consideration given to those options that have the best connectivity to the Newell Highway.</li> <li>• Taronga notes the opportunity to approach an investment in a second high-level bridge crossing being undertaken in a more strategic manner and link the longer-term traffic and infrastructure plans of the city. It has been noted that the Troy Bridge Road option is no longer under consideration, however Taronga recognises that Troy Bridge would be strategically sound in the long term.</li> <li>• Taronga supports the establishment of alternative routes for heavy vehicle movement and has engaged with the former Dubbo City Council supportively in the past on this issue due to the long-term safety and productivity benefits that would ensure.</li> </ul>

## 4. Summary of feedback received continued

**Table 4-4 Summary of freight company feedback**

Issue	Comment
<b>Traffic and access</b>	<ul style="list-style-type: none"> <li>The selected bridge should avoid funnelling traffic through the city centre and ideally be located further away from town.</li> </ul>
<b>Purvis Lane option</b>	<ul style="list-style-type: none"> <li>There is the potential for trains to shunt and impact on traffic flow at Purvis Lane.</li> <li>Purvis Lane will be too expensive to construct and there are concerns that accessing a bridge in this location will require tight turns to enter the proposed bridge. An intersection treatment will be required.</li> </ul>
<b>River Street option</b>	<ul style="list-style-type: none"> <li>If an intersection is required then River Street would only marginally be the preferred option, however more traffic would result.</li> </ul>
<b>Myall Street option</b>	<ul style="list-style-type: none"> <li>Both River Street and Myall Street will require traffic lights and a tight turn onto the Newell Highway which will potentially cause a bottleneck.</li> <li>Both these bridge options will cause problems at the railway line and result in more traffic congestion. Liaison with the appointed rail operators would be required.</li> </ul>
<b>LH Ford Bridge option</b>	<ul style="list-style-type: none"> <li>There should be four lanes on each bridge however there will be problems with the traffic either side of the bridge.</li> </ul>
<b>Baird Street option</b>	<ul style="list-style-type: none"> <li>Currently traffic congestion occurs when motorists wait for at least two phases of lights. Mitchell Street is in a quiet residential area and there are likely to be problems diverting traffic through this street.</li> </ul>
<b>Tamworth Street option</b>	<ul style="list-style-type: none"> <li>Tamworth Street option would cause problems if connecting to Fitzroy/Cobra Streets and would require significant roadworks. There will be problems funnelling heavy vehicles through the city centre and would decrease pedestrian access for elderly residents.</li> <li>Tamworth Street Corridor is the least feasible option.</li> </ul>
<b>Alternatives</b>	<ul style="list-style-type: none"> <li>The Troy Bridge option is the best option as it will be less costly and have less impact in times of flooding.</li> <li>Troy Bridge is a better option as it is a natural route for freight operators and provides better access to west Dubbo, as this option will keep trucks moving and free up local traffic.</li> <li>There should be dovetailing with Council's strategy for a bypass.</li> <li>Proposed alternative bridge option: Leave the Newell Highway, cross over the river, somewhere near Old Ganarrin Garden Centre, then through Bumblegumbie Road, onto Richardson Road, then open new road, and finally coming out at Kintyre Retirement Village.</li> </ul>

## 4.4 Feedback from community organisations

Table 4-5 summarises feedback received in submissions and at a meeting with community organisations. The table reports feedback from specific organisations, as well as general comments received during the meeting held on 18 May 2016.

**Table 4-5 Summary of community organisation feedback**

Organisation	Comment
<b>Margaret Hughes Trust</b>	<ul style="list-style-type: none"> <li>• Please keep the Trust informed of the project.</li> <li>• Of specific interest are to the Myall Street and River Street options, particularly in relation the property 'Mt Olive', 6R Bungelgumbie Road, Dubbo, which is protected under the National Trust of Australia.</li> </ul>
<b>Dubbo Field Naturalist and Conservation Society</b>	<ul style="list-style-type: none"> <li>• The aims and design specifications for each bridge are not presented clearly.</li> <li>• The proposal for an additional bridge has not been fully justified in the materials presented to the public.</li> <li>• It has been noted that the focus of the selection of an additional bridge focuses on the location for that bridge however, does not consider the greater degree of impact on the environment and the community is likely to be in getting a B-double standard road to and from the bridge. A suggestion is to be much clearer about the proposed links to the existing Newell Highway.</li> <li>• All bridge options appear to impact and place risks on the stream bed, water quality and riparian areas of the Macquarie River in terms of: <ul style="list-style-type: none"> <li>- Remnant riparian vegetation, with inherent flora value and as foraging and breeding habitat for a range of fauna including Grey-crowned Babbler, Azure King fisher and Plum-headed Finches.</li> <li>- Nesting sites for hollow-reliant fauna known to inhabit the River Red Gum woodlands within Dubbo, including threatened species like the Barking Owls, Masked Owls and Brown Treecreeper.</li> <li>- Potential Aboriginal cultural artefacts and items, such as scar trees.</li> <li>- How it works with channel, and resultant risks to water flow and water quality.</li> <li>- Dubbo Field Naturalist &amp; Conservation society encourages TfNSW to avoid areas of significant River Red Gum remnant woodlands in the detailed design stage. Overall, to reduce the risks and impacts we would prefer the duplication of the existing LH Ford Bridge.</li> </ul> </li> </ul>

## 4. Summary of feedback received continued

Issue	Comment
<b>Purvis Lane option</b>	<ul style="list-style-type: none"> <li>• This bridge will divert heavy vehicles away for the city centre however, if another bridge was selected then trucks will be diverted away from quieter areas into the city centre again during busy times.</li> <li>• All agree that they would prefer to take longer route (eg travelling from south or west to avoid delay and congestion).</li> <li>• It is positive that this option has minimal impact on residential areas.</li> <li>• Suggestion – use Purvis Lane and connect to the corner of River Street proposal. There are currently no houses and takes out turns. Continue to Yarrandale Road to link to the east.</li> </ul>
<b>River Street option</b>	<ul style="list-style-type: none"> <li>• Would like to see Council continue River Street or Myall Street bridge options through east Dubbo. Thinks that this would be a positive permanent option to link to Yarrandale Road. This bridge would be used regularly and provide three options for local traffic.</li> <li>• Potential heritage issues.</li> </ul>
<b>Myall Street option</b>	<ul style="list-style-type: none"> <li>• Myall Street option would impact cricket and touch football fields.</li> </ul>
<b>LH Ford Bridge option</b>	<ul style="list-style-type: none"> <li>• Many cyclists generally avoid the LH Ford Bridge as the pathway is crowded with pedestrians and there is not enough room for cyclists to pass by.</li> <li>• Propose to have two lanes for light vehicles and two lanes for heavy vehicles on both the LH Ford and Baird Street Bridge to alleviate the impacts that flooding will have on local traffic. Building either of these bridges will have significant impact on surrounding residential areas, especially in times of flooding.</li> </ul>
<b>Baird Street option</b>	<ul style="list-style-type: none"> <li>• Concerned about impacts to the soccer grounds.</li> <li>• Impacts heavily on recreational area and pathways.</li> </ul>
<b>Tamworth Street option</b>	<ul style="list-style-type: none"> <li>• A lot of heritage issues, expensive residential area and also close to a school.</li> <li>• Potential to cause noise issues for west Dubbo.</li> <li>• This option would negatively impact the zoo, which already has big issues with noise from highway.</li> </ul>
<b>Alternatives</b>	<ul style="list-style-type: none"> <li>• Strong suggestion to consider other options, for example link in with ring road and definitely consider Troy Bridge as an option.</li> <li>• Freight is likely to go via Newell and Mitchell highways. Preference is ring road for mine-related traffic. There is no truck stop in Dubbo (big opportunity). Also, have trucks coming in full via Mitchell Highway and going out empty.</li> </ul>

# 5. Recommendation of River Street as the preferred option

Following the 16 May – 13 June consultation period on the six options, Transport for NSW carried out further consultation and investigations in order to determine a preferred option. The following section details the processes undertaken by Transport for NSW to refine the six options to the preferred River Street Bridge option.

## 5.1 The proposal

In May 2017, Transport for NSW announced a preferred option for the project. The River Street option was selected as the preferred route from six options, following technical investigations and the consultation with the community and key stakeholders that was carried out during 2016.

The River Street option would continue from Thompson Street near the Newell Highway along a new road and follow the western river bank travelling north. It would then cross the river to connect to the Newell Highway near River Street in north Dubbo.

It was selected as it meets the following objectives:

- To improve freight efficiency and productivity for the Newell Highway
- To improve access for high productivity vehicles (double road trains, B-Triples, AB Triples) through Dubbo, including during a flood
- To improve local traffic flow and safety.

The *Preferred Option Report New Dubbo Bridge* (May 2017) can be found [here](#).

### Features of the River Street option

A second river crossing at River Street would feature:

- Potentially extending the railway overbridge near Thompson Street
- Upgrading the intersection at Thompson Street
- Building a new road about one kilometre long that connects the new bridge to the Newell Highway at Thompson Street
- Building a new bridge across the Macquarie River
- Upgraded intersection at Bourke Street and River Street in north Dubbo.

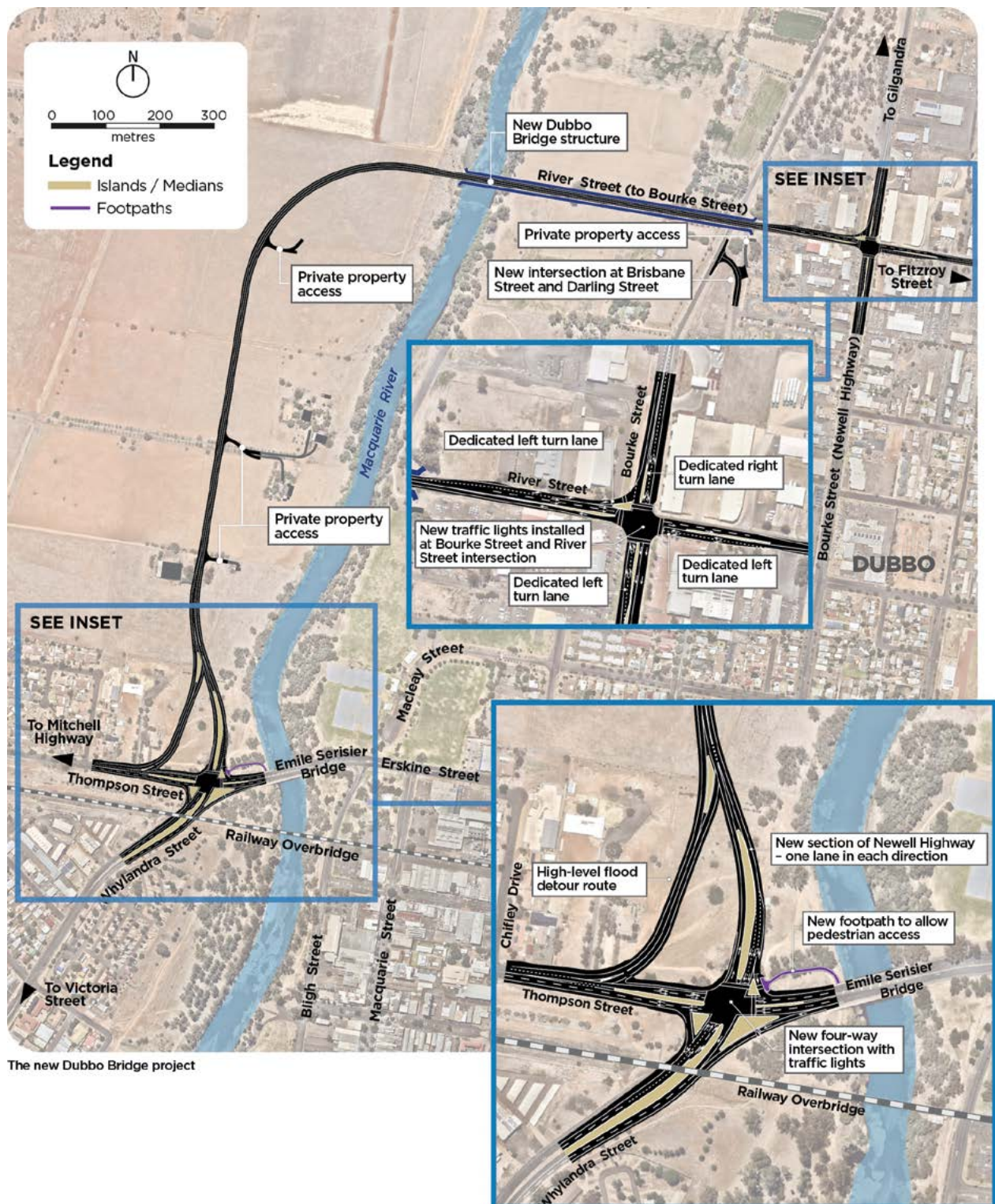
### Key benefits of the River Street option

A second river crossing at River Street would:

- Provide another river crossing and improve traffic flow during a flood
- Provide access from the north into Dubbo's CBD during a flood
- Improve traffic flow in Dubbo and reduce average traffic delays
- Improve local and freight traffic access across the river
- Provide access for future growth in north-west Dubbo
- Improve heavy vehicle access.



## 5. Recommendation of River Street as the preferred option continued



The new River Street Bridge will cross the Macquarie River in Dubbo.



## 5.2 Value management workshop

Following the 16 May – 13 June consultation period, Transport for NSW held a value management workshop in September 2016 with key stakeholders for the purpose of shortlisting the options for further assessment.

The workshop followed a structured process and was led by an external facilitator. Attendees included representatives from Transport for NSW, Dubbo Regional Council, Regional Development Australia (RDA) Orana and the Dubbo Chamber of Commerce, as well as representatives from business and community groups.

During the workshop, attendees assessed and weighted each option against criteria agreed upon by the group. The value management workshop involved a collaborative approach to analyse the options for a new high-level bridge in Dubbo, assessing them against criteria including “Functional”, “Socio-economic” and “Environmental”. As a result of the assessment, the six options were shortlisted to three to be progressed to further investigation and design. The three shortlisted options were:

- Purvis Lane
- River Street
- LH Ford duplication.

The group considered River Street and Myall Street options to be very similar in both location and relative performance against assessment criteria, with River Street recommended to proceed due to Myall Street’s relatively poorer environmental performance.

Further details about the determination process in the value management workshop can be found in Section 2.6 of the [Preferred Option Report New Dubbo Bridge \(May 2017\)](#).

## 5.3 Next steps

In May 2017 the River Street option was identified as the preferred option to be taken forward to concept design, following flood modelling and economic analysis. In June 2017,

the preferred option was announced by the NSW Premier Gladys Berejiklian and Member for Dubbo Troy Grant.

A Communications Engagement Plan (CEP) was implemented for the proposal, which set out the approach to consultation, the consultation activities that would be carried out and how all stakeholder engagement would be managed.

A Review of Environmental Factors (REF) was prepared to fulfil Transport for NSW’s obligations to consider the environmental impacts of the proposal under section 5.5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and other relevant State and Federal legislation.

The REF was put on public display for 33 days between 27 May 2019 and 28 June 2019. The community and stakeholder consultation activities carried out for the REF display included:

- Public display of the concept design for the proposal and community drop-in sessions and unmanned displays inviting feedback from the community
- Meetings with stakeholders and community groups.

The engagement activities included consultation with the Aboriginal community, which was carried out in accordance with the *Procedure for Aboriginal Cultural Heritage Consultation and Investigation* (PACHCI) and other relevant legislation.

Dubbo Regional Council is a key stakeholder in the development of the project and consultation for the REF was carried out with Council under relevant clauses of the State Environmental Planning Policy (Infrastructure) ISEPP. Consultation was also carried out with the State Emergency Service and Siding Spring Observatory.

Further information about the 2019 consultation activities is available in the *Building a better Dubbo 2019 Community Consultation Report*.

# Appendices

## Appendix A – Community Update



Dubbo, looking east over Emile Serisier Bridge

### Options for a new Dubbo Bridge

Have your say - May / June 2016

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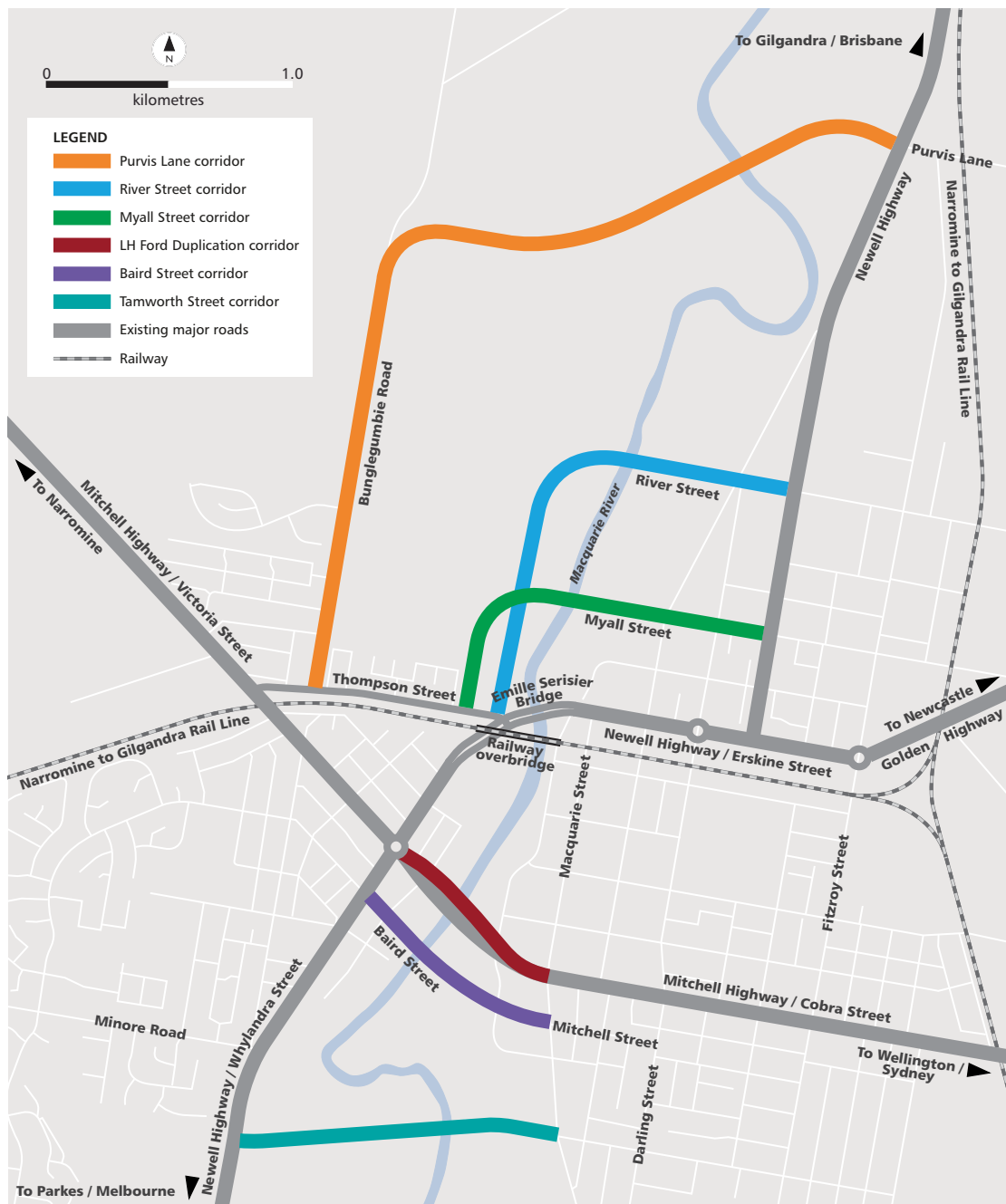
Roads and Maritime Services is planning for a new bridge across the Macquarie River in Dubbo. As part of the planning process we are looking at six different corridors for a new bridge location.

A new bridge would improve freight efficiency on the Newell Highway, reduce traffic congestion and improve flood immunity.

We invite you to provide feedback on these corridor options to help us better understand the benefits and issues relating to each option.

---

## Corridor options



### **Purvis Lane corridor**

The Purvis Lane corridor option would travel north from Thompson Street along Bunglegumby Road for about 3.3km. The road would then turn right and cross the river to connect to the Newell Highway near Purvis Lane. This option would allow Newell Highway through traffic to avoid Bourke Street and Erskine Street while still connecting to the Mitchell Highway towards Narromine.

### **River Street corridor**

The River Street corridor option would continue north from Thompson Street near Emile Serisier Bridge along a new road along the river's western side. It would cross the river and connect to the Newell Highway near River Street. This option would allow Newell Highway through traffic to avoid Erskine Street. It would allow local traffic to access the Central Business District (CBD) via Darling or Fitzroy Streets.

### **Myall Street corridor**

The Myall Street corridor option would continue north from Thompson Street near Emile Serisier Bridge along a new road, but would cross the river closer to the CBD to reconnect to the Newell Highway near Myall Street. This option would allow local traffic to access the CBD via Darling or Fitzroy Streets.

### **LH Ford Duplication corridor**

The LH Ford Duplication corridor option would involve a second bridge built next to the current LH Ford Bridge. Using the current Mitchell Highway in West Dubbo, this option would provide two extra traffic lanes across the river, connecting to the current Macquarie Street intersection. This intersection would be upgraded as part of the project. In a flood, traffic would still need to detour along Cobra Street and Wheelers Lane.

### **Baird Street corridor**

The Baird Street corridor option would connect the Newell Highway in West Dubbo across the river to near Mitchell Street in South Dubbo. Traffic would either connect to Cobra Street via Macquarie Street or along Mitchell Street to Darling Street. Upgrades to local roads would be carried out as part of this option. This option connects Baird Street and Delroy Park directly to South Dubbo. A new bridge in this corridor would be nearby LH Ford, allowing major repair work to be carried out on either bridge with reduced traffic delays.

### **Tamworth Street corridor**

The Tamworth Street corridor option would connect the Newell Highway near Dubbo golf course with Macquarie Street near Tamworth Street in South Dubbo. A 0.8km straight bridge would cross the Golf Links Creek and the Macquarie River. This corridor option would likely have the longest river bridge from any option. This option would improve flood immunity and access to the CBD and South Dubbo from the South West Dubbo growth area.



## Have your say

This feedback process plays a vital role in the project's development and provides an opportunity for you to have your say. At the close of this consultation period, a submission report will be prepared to document all feedback received.

## Drop in sessions

Come by anytime to view the project information and speak with the project team at any of the following locations:

### Thursday 19 May

Orana Mall, 4pm – 8pm  
56 Windsor Parade, Dubbo

### Saturday 21 May

Dubbo Farmers Market, 8am – 12pm  
Corner Macquarie Street and Newell Highway, Dubbo

### Friday 27 May

Cyril Flood Rotunda, 10am-2pm  
Church Street, Dubbo

### Wednesday 1 June

Orana Mall, 10am – 2pm  
56 Windsor Parade, Dubbo

### Tuesday 7 June

Cyril Flood Rotunda, 10am-2pm  
Church Street, Dubbo

## What happens next?


Using feedback from the community and results of traffic, environment, heritage and socio-economic studies, a decision will be made on a location for the new bridge. We expect a preferred option for a new bridge to be confirmed towards the end of 2016.


## Find out more and give your feedback

A survey has been designed to help you share your feedback. This can be accessed at:

 [rms.nsw.gov.au/dubbobridge](https://rms.nsw.gov.au/dubbobridge)

@ [newell.upgrade@rms.nsw.gov.au](mailto:newell.upgrade@rms.nsw.gov.au)

 1800 741 636

 Roads and Maritime Services, PO Box 36,  
Dubbo, NSW 2830

All feedback must be received by Monday 13 June 2016.



Aerial view of Dubbo



May 2016  
RMS 16.175



## Appendix B – Postcard





### Options for a new Dubbo Bridge

**Six corridor options**

Roads and Maritime Services is planning for a new bridge across the Macquarie River in Dubbo.

A new bridge would improve freight efficiency on the Newell Highway, reduce traffic congestion and improve flood immunity.

The community is invited to provide feedback on the six corridor options to help us better understand the benefits and issues of each potential route.

**Give your feedback**

A survey has been designed to help you share your feedback. This can be accessed at [rms.nsw.gov.au/dubbobridge](https://rms.nsw.gov.au/dubbobridge)

**Drop in sessions**

You may like to view project information and speak with the project team at any of the following locations.

**Orana Mall**  
Thursday 19 May  
4pm – 8pm  
Wednesday 1 June,  
10am – 2pm

**Dubbo Farmers Market**  
Saturday 21 May,  
8am – 12pm

**Cyril Flood Rotunda**  
Friday 27 May and  
Tuesday 7 June,  
10am-2pm

**Unstaffed display locations**

**Council Civic Administration Building**  
16 May – 13 June

**Western Plains Cultural Centre**  
16 May – 13 June

**Dubbo Library**  
(temporary library located at Corner of Macquarie St and Erskine St) 16 May – 6 June  
All feedback must be received by Monday 13 June 2016.

**For more information**

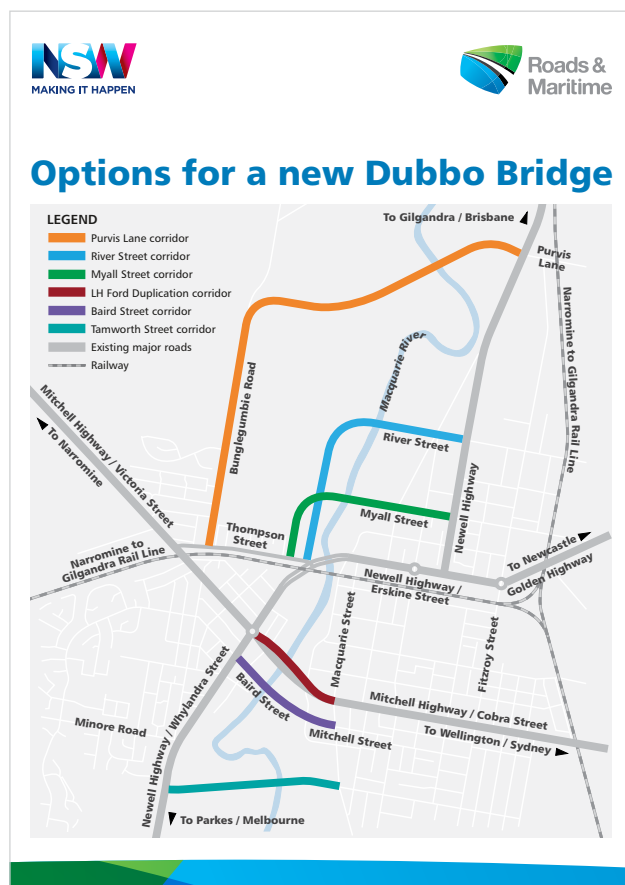
[rms.nsw.gov.au/dubbobridge](https://rms.nsw.gov.au/dubbobridge)

[newell.upgrade@rms.nsw.gov.au](mailto:newell.upgrade@rms.nsw.gov.au)

1800 741 636

Roads and Maritime Services, PO Box 36, Dubbo, NSW 2830

RMS 16.176



## Appendix C – Postcard distribution area



## Appendix D – Newspaper adverts

# Dubbo able to survive Myer's axe

MYER Dubbo has survived the latest round of store closures by a company seeking to return to "profitable growth".

On Friday Myer Holdings Limited announced it would close its Orange and Wollongong stores after their leases expired.

The company said it would support "impacted team members".

Approached by the *Daily Liberal* after the announcement, Myer's acting general manager corporate affairs and media Mel Ward offered much the same advice as in March when the company told of its plan to close its Brookside store in Brisbane.

"It continues to be business as usual for our Dubbo store," she said on Friday.

Myer chief executive officer and managing director Richard Umbers announced the Orange and Wollongong stores would close in a statement.

"Our New Myer strategy is designed to deliver a sharper and more focused offer, and improve productivity across the entire business," he said. "These difficult but important decisions are a neces-

sary step in the delivery of the New Myer strategy, which is designed to return Myer to profitable growth.

"While decisions to close stores are never easy, the process of reshaping our store network to better align with our primary customers is an essential part of the strategy."

"This has resulted in our decision to exit the Wollongong store in October this year, and the Orange store in January 2017 following their respective lease expiry dates."

"We are committed to supporting all impacted team members, and we will work with them through this process."

Earlier this year Fairfax Media reported the company's intention to close 20 per cent or about 13 of its 67 stores, part of the \$600 million strategy seeking to boost sales and beat off competition.

Towards the end of last year Myer indicated it would pump money into its 23 premium or flagship stores with analysts suggesting the remaining 44 mainstream or community stores would be down-sized or closed within five years.

**"It continues to be business as usual for our Dubbo store."**

**MEL WARD - MYER**



Eumungerie resident Leo de Kroo said the Eumungerie Water Supply Scheme seemed on schedule.

Photo: CONTRIBUTED

## Workers making progress to get water supply flowing

By ORLANDO RUMING

PROGRESS is steadily being made on the "eagerly-awaited" Eumungerie Water Supply Scheme.

Village resident Leo de Kroo, a former member of Dubbo City Council's Rural Consultative Working Party was full of praise for the work that had been completed so far.

"They're a really tight bunch of workers. They've laid 32 kilo-

metres of pipe and that'll get to 38 by the time they do the villages," he said.

"They're still on schedule to get water by July 1."

The scheme, which includes a pumping station at Brocklehurst, and a 16.6km rising main from Brocklehurst along the Mogriguy Road towards a 100 kilolitre capacity reservoir and a chlorinator system south of Eumungerie will

supply reticulated water to Eumungerie and Mogriguy.

"It's been very eagerly awaited by a lot of the residents and it obviously will be very good for the villages," Mr de Kroo said.

The water has been a long time coming.

Mr de Kroo said there was a petition by 30 people requesting water in the village in 1917 from Talbragar Shire Council.



Transport  
Roads & Maritime  
Services

### Options for a new Dubbo Bridge

Have your say

Roads and Maritime Services is planning for a new bridge across the Macquarie River in Dubbo.

The six corridor options are on display for community comment until 13 June 2016.

#### Have your say

You are invited to provide feedback on the six options to help us better understand the benefits and issues of each possible option:

**Email:** [newellupgrade@rms.nsw.gov.au](mailto:newellupgrade@rms.nsw.gov.au)

**Mail:** New Dubbo Bridge, Roads and Maritime Services, PO Box 36, Dubbo NSW 2830

**Website:** [rms.nsw.gov.au/dubbobridge](http://rms.nsw.gov.au/dubbobridge)

We will address all submissions made during the display period with responses published in a submissions report.

#### Display locations

The six Dubbo Bridge options are displayed on the project website. (See link below)

The options are also on display at Dubbo Library, Western Plains Cultural Centre and Council Civic Administration Building.



For more information please visit  
[rms.nsw.gov.au/dubbobridge](http://rms.nsw.gov.au/dubbobridge) or contact 1800 741 636

4 WEEKEND LIBERAL, Saturday May 21 2016



### Join the social network for your suburb

Every day over 6,500 suburbs across Australia use Nabo as the social network for their local area. Here you can discover over 20,000 local events ranging from yoga classes, farmers markets, family fun and much more.

[nabo.com.au](http://nabo.com.au)



### Waste matters

Drop off your household problem waste for recycling

Community Recycling Centres

FREE SERVICE

You can drop off:



Your local centre is located at:

**Whylandra Waste and Recycling Centre**  
Cooba Road, Dubbo

Hours: Mon to Fri: 8am-5pm

Sat and Sun: 9am-5pm

Only household quantities accepted.

For more information contact Dubbo City Council on 6887 3382 or visit [www.epa.nsw.gov.au/recyclingcentres](http://www.epa.nsw.gov.au/recyclingcentres)

This project is a NSW EPA Waste Less, Recycle More initiative funded from the waste levy. Visit [www.epa.nsw.gov.au](http://www.epa.nsw.gov.au) Environment Protection Authority

[www.dailyliberal.com.au](http://www.dailyliberal.com.au)



## Beasts turned into beauties

By MICHELLE BARKLEY

THEY'VE been discovered everywhere; in creek beds, under trees with bullet holes in them and completely rusted out with the engine seized.

As residents of Dubbo and Wellington turned out for the Pre-1931 Autumn Tour they had a chance to hear the intriguing stories of nearly 100 cars at the rally from Dubbo to Wellington and back, their total value estimated to be in the millions.

Organised by the Dubbo Antique Automobile Club, the rally takes place each year between Orange, Dubbo and Cowra - next year it will be Orange.

One of the organisers, Paul Allan of the Dubbo Antique Automobile Club, said it was very much tied up to the nostalgia of the cars in their day.

He said after WWII, many of the 1920s cars were still in use and collectors vividly remembered them.

"We grew up with old cars still around," he said.

"I still remember my father had an Essex 1929 Super Six, they have a really nostalgic appeal. It is a similar story for the next generation who lovingly restore Falcons and muscle cars," he



Among the many people who travelled to take part in the rally were Ballarat's Roger Rich and Barb Elton. They gave away dancing to start collecting cars and they didn't lose their sense of style along the way. They own a car from each decade and on their rallies they always dress to that era.

Photo: MICHELLE BARKLEY

added.

"That's what they remember. It brings back the memories and they have all of the old cars from the '80s and '90s."

Nine of the engines were pre-1918 - one from 1906, and with slower motors, they got a head start during the rally.

Mr Allan said for these early vehicles, you could see the legacy of the stagecoach in their shape.

During the mid 1920s, when times were still good, there were hundreds of car companies all over the world, particularly in France, North America and Britain.

Despite the vast number produced, Mr Allan said you hardly ever found one in perfect condition and often restorers would have to order parts from across the world.

That said, he described the experience of bringing a car back to life as magical.

"It is a lot of fun when it's something that hasn't run for 60 years," he said. "To rebuild the engine and get it running, it's almost like the rebirth of something that's been sitting around so long as a pile of junk."

"It's amazing to get it back on the road."

## Disaster relief for farmers in storm-hit area

PRIMARY producers within parts of the Narrabri and Walgett Local Government Areas who were affected by a severe storm in January 2016, can now access Agricultural Natural Disaster Relief, Barwon MP Kevin Humphries has announced.

"This storm caused damage to cotton crops in parts of the Narrabri and Walgett Local Government Areas with seven properties reportedly affected," Mr Humphries said.

"I am pleased to announce that Agricultural Natural Disaster Relief Assistance is available for those producers in the parishes of Bunnah, Bunnah, Doorabeeba, Booramine and Gehan within the Narrabri and Walgett Local Government areas, which have now been declared an agricultural natural disaster area.

"This assistance will help affected farmers repair their properties and get back on their feet.

"The assistance comes in the form of loans of up to \$130,000, at 1.38 per cent interest per annum, with a two-year interest and repayment free period.

"The low interest loans provide for replacement or repairs to property and farm infrastructure which was damaged by the storm event."

Producers are urged to apply for assistance via the NSW Rural Assistance Authority (RAA).

Potential applicants can contact the RAA toll free on 1800 678 593 or visit [www.raa.nsw.gov.au](http://www.raa.nsw.gov.au) to clarify eligibility criteria, or any other issues relating to this assistance.

## Information sought on guns

NSW POLICE are appealing for information following the theft of firearms from a Dubbo property.

They report that between 9pm on May 8 and 5pm on May 10 this year, a 48-year-old man returned to his shed on a property on

Burrabadine Road and noticed it had been forced open.

A Waeco brand fridge and two firearms, a side-by-side 12 gauge shotgun and a Winchester 30-30 rifle were stolen, police said.

The incident was

reported to police and an investigation launched, including the canvassing of the area.

Anyone with information is urged to contact Dubbo Police on (02) 6883 1599 or Crime Stoppers on 1800 333 000.



Transport  
Roads & Maritime  
Services

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DAILY LIBERAL, Monday May 16 2016 7

## Appendix E – Facebook post

**Western Plains Regional Council**

Written by [ZenithOptimedia Australia](#) [?] May 18 at 12:03pm · 🌐

Roads and Maritime Services is planning for a new bridge across the Macquarie River.






### New Dubbo Bridge

[WWW.RMS.NSW.GOV.AU](http://WWW.RMS.NSW.GOV.AU)

[Learn More](#)

## Appendix F – Online survey questions

1. What street and suburb do you currently live in? (actual address not needed)
2. Zone?
3. How old are you?
4. How best does each option meet your needs? Can you rate how each option appeals to you with 5 being most appealing and 1 being least appealing.
  - a. Purvis Lane
  - b. River Street
  - c. Myall Street
  - d. Bridge next to the existing LH Ford Bridge
  - e. Baird Street
  - f. Tamworth Street corridor
5. What are your reasons for your rankings above?
6. To help us identify a preferred corridor option, we would like your views on how important the following factors are for a new bridge. Please rank these as either not important, important or very important.
  - a. Improves day-to-day traffic flow
  - b. Reduces traffic delays caused by flooding
  - c. Access to growth areas and future development
  - d. Safer roads
  - e. Low natural environmental impacts
  - f. Avoid impacting productive agricultural land
  - g. Strengthens local businesses and commerce
  - h. Traffic noise when the bridge is finished
  - i. Disruption while building the bridge
  - j. Project cost
  - k. Visual appeal and design quality
  - l. Providing for heavy vehicles and freight traffic
7. Do you have any general comments on the proposed new bridge?
8. How would you like us to keep you updated on the New Dubbo Bridge project?
  - a. Email
  - b. Social media
  - c. Mail outs
  - d. Web page
  - e. Other (please specify)
9. Would you like to be added to our mailing list? If so, please provide your preferred address (email or postal).

-  1800 803 818 (toll free)
-  [dubboprojects@rms.nsw.gov.au](mailto:dubboprojects@rms.nsw.gov.au)
-  [nswroads.work/dubbo](http://nswroads.work/dubbo)
-  PO Box 36 Dubbo NSW 2830

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