



Frequently Asked Questions

Manilla Viaduct

July 2024



Transport for NSW acknowledges the Traditional Custodians of the lands on which we work and pays respect to Elders past and present.

In early 2024, Transport for NSW (Transport) conducted an inspection of the Manilla Viaduct and concluded that immediate action was required to implement measures to maintain public safety.

Safety of the community is Transport's highest priority. As such, a series of safety measures were implemented around the Manilla viaduct in March 2024.

About safety

What prompted Transport to implement the safety measures on the Manilla Viaduct?

In 2024, Transport undertook an engineering inspection of the viaduct which identified deficiencies. Subsequently a Transport Bridge Assessment Committee meeting was held on 1 March 2024 which determined that immediate action was required to maintain public safety in the short term in an area that is frequented by a significant number of pedestrians during the Manilla Show in March 2024.

What safety measures have been implemented?

On 7 March 2024, a series of measures were put in place around the Manilla viaduct for the safety of the community of Manilla, ahead of the 2024 Manilla Show.

These measures included temporary traffic barriers alongside the edges of each lane of River Street directly under the viaduct, accompanied by a reduced speed limit, as well as a covered pedestrian access route under the viaduct within the showground.

The works did not modify or alter the form or function of the existing timber trusses or piers and the additional structures are freestanding.

Prior to State Heritage Register listing, a number of make safe provisions were also installed at the viaduct. These included temporary fencing at Spans 1-4 over Namoi Street and temporary fencing and some temporary supports between Spans 29 and 45, including covered pedestrian walkways under two spans.

What safety measures are currently in place?

Originally intended as temporary measures, the works implemented in March 2024 will now remain in situ until they can be replaced by more permanent make safe solutions.

How can the public access the route safely?

An alternate gravel access track under the viaduct on the western side of the showground has also been upgraded.

About project management

What is the long-term plan?

Further testing and assessments are required to determine the next steps in the medium term to ensure that the structure of the viaduct remains safe. These assessments will also consider the State Heritage Register listing of the structure.

The long-term future management of Manilla Viaduct will be determined through the Regional Rail Heritage Strategy which is currently being developed by Transport and is expected to go on public exhibition before the end of 2024.

General questions

What are the key features of the asset?

The Manilla Viaduct was constructed in 1908 is a part of the Manilla rail line which became non-operational in 1987.

The non-operational viaduct comprises a steel Pratt truss bridge over the Namoi River and 50 timber girder transom topped spans. The timber elements are made up of a 45 span (329 m) eastern viaduct and a 5 span (35 m) western viaduct. The eastern section spans the showground, a portion of private lands, two sealed public roads (River Street and Namoi Street). The western viaduct spans the unsealed Bowman Street public road. The viaduct is connected to a steel Pratt truss underbridge.

Is the viaduct heritage listed?

The site is subject to the following heritage listings:

- Section 170 Register
- State Heritage Listing (SHR 02079)

How will Transport communicate to and engage with stakeholders?

Transport will continue to keep the community and key stakeholders informed of project progress via email and website. To register to receive project updates, please go [insert web page link] and complete our short subscriber form.

Contact us



Project Infoline **1800 491 566**



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www.transport.nsw.gov.au/projects/current-projects/manilla-viaduct



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