

New Dubbo Bridge

About the project

The NSW and Federal Governments are investing \$220 million in a new high level bridge over the Macquarie River as part of their commitment to 'Building a better Dubbo'. The new bridge will ease congestion and maintain reliable access through Dubbo during flood events.

The New Dubbo (River Street) Bridge provides an additional high level crossing in Dubbo that will improve freight efficiency and productivity for the Newell Highway and local road users, through Dubbo.

What are the project benefits?

The New Dubbo (River Street) Bridge will:

- Provide another high level river crossing and improve traffic flow during a flood
- Improve traffic flow in Dubbo and reduce average traffic delays
- Improve safety and reduce the amount of intersections on the Newell Highway through Dubbo
- Improve local freight and heavy vehicle traffic access across the river
- Provide access and plan for future growth in northwest Dubbo
- Provide a new four-way signalised intersection at Thompson Street, Whylandra Street and the Newell Highway
- Improve the efficiency of the Newell Highway for traffic travelling through Dubbo.

Why has the cost of the Bridge increased from \$140 to \$220 million?

The original \$140M was based on a strategic estimate announced in 2017. Community consultation, consideration of feedback, site investigations and design reviews since that time have resulted in a number of modifications and refinements to the design.

This includes changes to the Thompson Street intersection, heavy duty road pavement, improved footpath connectivity, and the inclusion of bridge lighting.

What are the key features?

The new 545 metre bridge will connect the western shore of the Macquarie River to River Street, travelling over the flood plain west of the river. The New Dubbo (River Street) Bridge project will also include:

- New and upgraded intersections at Thompson Street, Whylandra Street, and the Newell Highway
- Incorporation of a permanent northbound slip lane which will operate as a single lane, one-way link between Thompson Street and the Newell Highway, improving traffic flow from the west. During flood events when the Thompson Street/Whylandra Street intersection is flooded, it will operate as a two lane flood detour.
- Realigning the Newell Highway with new separated lanes north of Whylandra Street
- Upgrading the intersection at Bourke Street and River Street.

How has feedback been used to develop the project?

Changes to the New Dubbo (River Street) Bridge project as a result of community feedback include:

- Speed limits
- Flood detour routes
- Footpath alignments for better connectivity to existing pedestrian facilities
- Incorporation of a permanent northbound slip-lane off Thompson Street
- The location of one site compound
- The overall bridge width.

For more information on these changes, see the New Dubbo Bridge Submissions Report which can be found [here](#).

Have you consulted with the Aboriginal community?

Yes. During the development of the project the Aboriginal community was invited to be a part of the Aboriginal Focus Group for the project. This group has also contributed to the REF investigations and recommendations.

Meetings have been held with the local Aboriginal community, including onsite at Wiradjuri Park where the project and any impacts or changes have been discussed. Transport for NSW considers the Aboriginal community as a key stakeholder group and will continue to consult with them as the project progresses.

Will the New Dubbo (River Street) bridge reduce traffic on Whylandra Street?

Whylandra Street (Newell Highway) is already able to accommodate 36.5m B-triple road trains using the current geometry and crossings except during flood. Reducing local traffic congestion in Whylandra Street is not an objective of the New Dubbo Bridge project. The New Dubbo Bridge project objectives include a crossing for heavy vehicles during flood as well as improved freight efficiency and productivity for the Newell Highway.

Why don't you upgrade Troy Bridge instead of building the New Dubbo (River Street) bridge?

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. In addition, a Troy Bridge option would:

- Be 3-4 times longer (around 14km) than River Street (3.5km) and attract less traffic
- Have a wider 1:100 flood plain (620m long) compared to River Street (545m long)
- Have far greater impacts to existing local properties
- Have increased heritage and environmental impacts, requiring an EIS assessment under part 5 of the EP&A act 1979.
- Not improve access for emergency services (Police, Fire, Ambulance and the flying doctors) on both sides of the river during a flood.

Wouldn't a ring road like the one in Orange would be more beneficial?

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.

What flood immunity will the project provide?

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.

Will pedestrians be able to walk across the proposed bridge?

The project design considered practical and safe pedestrian access and has incorporated an upgrade to the Thompson Street and Whylandra Street intersection which includes a dedicated pedestrian connection to the Emile Serisier Bridge.

There are also four existing pedestrian crossings over the Macquarie River, including the Emile Serisier Bridge, LH Ford Bridge, Shibble Bridge (South Dubbo) and Tamworth Street footbridge. Transport for NSW will continue to investigate pedestrian access options through the detailed design phase of the project.

What is happening now?

The New Dubbo (River Street) Bridge has commenced detailed design. During this stage the concept design features are further developed and detailed to enable a final set of drawings to be completed in preparation for construction.

Construction is expected to start in 2022 and be complete by 2025.

Transport for NSW will continue to consult with the community during each phase of the project.

How will the community be informed about the development of the project?

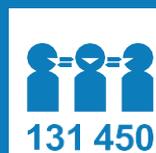
Transport for NSW will continue to keep key stakeholders and the broader community informed throughout the project.

Visit nswroads.work/dubbo to sign up for updates and to find out more about what is happening in Dubbo.

How can I contact the project team?

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

-  1800 803 818 (toll free)
-  dubboprojects@transport.nsw.gov.au
-  PO Box 36 Dubbo NSW 2830
-  nswroads.work/dubbo



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