



MAYORAL MINUTE: Preferred Option for Location of the 3rd Bridge Proposal

AUTHOR: Mayor
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To the Council
Ladies and Gentlemen

Office of the Mayor
Civic Administration Building
Church Street, Dubbo

During the period of Administration, Council openly supported the 3rd bridge "River Street" concept. This support was provided during a period of having no democratic representation.

The State Government first became acutely aware of the traffic congestion and river crossing issues in Dubbo during the 2010 floods. At that time the low level Serisier Bridge became inaccessible due to floodwater that resulted in significant traffic disruption across the city for the duration of the flood.

The near closure of the Newell Highway at Dubbo also caused a substantial delays to regional and state road transport who use the Newell in a long distance capacity. This in itself caused a state-wide economic disturbance to the transport network.

Subsequently the State Government announced just weeks prior to the 2015 state election that the LH Ford Bridge would be duplicated in the next term of parliament. Following planning and investigation, the RMS has now proposed that a high level bridge connecting River Street in North Dubbo and to extend Whylandra Street at the Thompson Street intersection further north to meet the new high level River Street Bridge is the preferred option.

Obviously, for reasons of flooding, Council should continue to lobby and support the concept of a new high level flood proof bridge. I strongly believe that Council should also appreciate and applaud the State Government's willingness to commit to major transport funding in Dubbo. This unprecedented funding across all of Regional NSW is something that warrants further encouragement.

The former Dubbo City Council's Dubbo Road Transportation Strategy to 2045 (2012) included a traffic freight way that diverted the Newell Highway to the west of Dubbo's built up areas with a high level bridge around the Purvis Lane/Troy Junction area. This strategy diverts trucks away from the urban areas of the city, connects the western entrance of the Mitchell Highway to the Saleyards/Fletcher International area as well as addressing the traffic congestion issues of Whylandra Street.

Locals have expressed concern that the River Street Bridge proposal does little to address the issue of congestion of Whylandra Street. West Dubbo residents especially know the daily congestion that takes place around the Mitchell/Newell Highway intersection. Residents who live at Rosewood Grove also have to put up with the blockage at the Thompson/Whylandra Street intersection that causes unacceptable delays.

It is my belief that the River Street Bridge option will do little fix the issue of congestion in West Dubbo as the proposal still has the Newell Highway using Whylandra Street.

It is my recommendation that Council re-commit officially to the former Dubbo City Council's Dubbo Road Transportation Strategy to 2045 (2012) and its Newell Highway ring road as our major transport preferred priority.

In simple terms, the River Street option does have clear benefits but it certainly is not the panacea needed to solve all of our Newell Highway issues.

RECOMMENDATION

- 1. That Council thank the State Government for its willingness to commit to funding major transport infrastructure in the region.**
- 2. That Council officially re-commit to the former Dubbo City Council's Dubbo Road Transportation Strategy to 2045 (2012) that includes the Newell Highway "ring road" as its preferred location for the 3rd bridge to manage future traffic growth.**

Councillor Ben Shields
Mayor