

Riverina Murray

Strategic Regional Integrated Transport Plan

Final engagement report



October 2026

transport.nsw.gov.au

Acknowledgment of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the lands, waters and seas and their rich contribution to society.



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Cover image: Sheahan Bridge at Gundagai

1. Executive summary

The Riverina Murray Strategic Regional Integrated Transport Plan (the Plan) sets a 20-year vision for a connected, equitable, safe and sustainable transport network that serves the people and communities of the Riverina Murray.

The vision for the region is to efficiently connect people to local, regional, metropolitan and cross-border destinations and services, while boosting freight efficiency.

During the Plan's development, Transport for NSW (Transport) engaged with local councils, Local Aboriginal Land Councils, industry and community groups to build on feedback from consultation on the former Draft Riverina Murray Regional Transport Plan in 2022–23. This early engagement informed the development of the Draft Plan.

From 28 July to 11 September 2026, the Draft Plan was on public display, and the community was invited to provide feedback on its key directions and initiatives. Feedback was received via an online survey, written submissions, face-to-face engagement and by dropping a pin on an interactive map via our Have Your Say engagement portal.

During the consultation period, Transport received 470 pieces of feedback from residents, businesses and transport users. We also received 45 written submissions from individuals and stakeholders, including local councils, community groups, emergency services volunteers and industry. Transport engaged with approximately 70 community members at seven face-to-face pop-up events.

Feedback demonstrated that survey respondents considered all five key directions of the Draft Plan important, with at least 97 per cent of respondents who rated each direction identifying it as important or very important. Of the 45 written submissions, about 95 per cent supported the overall direction of the Draft Plan.

Community and stakeholder feedback highlighted:

- strong community support for a grade-separated solution at the Hume Highway intersections with Tynan Road and Burma Road at Table Top, including the adjacent rail level crossing
- safety upgrades at key intersections and on high-speed rural roads are the top priority for a safer road network
- maintaining local access and emergency response is essential when planning and delivering major upgrades
- public transport options are limited, particularly rail services, day-return services to regional cities and connections across the Victorian border
- transport infrastructure and services need to keep pace with housing and population growth, particularly in Albury, Wagga Wagga, Griffith and Moama
- growing freight movements are placing pressure on regional roads, bridges and town centres, and councils need sustainable funding to maintain local roads and bridges
- clearer funding and delivery commitments are needed to turn the Plan's initiatives into action.

To deliver the Plan, 51 initiatives were initially developed, including 40 short-term and 11 medium-term initiatives, as well as statewide initiatives. These include infrastructure projects, programs, service improvements and policy changes. During consultation, the community had the opportunity to have their say on these initiatives, and as a result, they have been updated to reflect feedback.

Add any changes to the final plan

Following substantial engagement, the final Plan for the Riverina Murray region is complete.

View the final Plan at www.haveyoursay.nsw.gov.au/sritp/riverina-murray



Heavy vehicles travel on roads within Riverina Murray.

2. Introduction

The NSW Government is developing nine Strategic Regional Integrated Transport Plans (SRITPs) across regional NSW. The SRITPs are Transport’s response to the NSW Government’s election commitment to deliver integrated strategic plans for roads and transport in regional NSW.

The Riverina Murray Strategic Regional Integrated Transport Plan (the Plan) replaces the former Draft Riverina Murray Regional Transport Plan. It focuses on efficiently connecting people to local, regional, metropolitan, and cross-border destinations and services, improving freight efficiency, and providing reliable, sustainable transport choices for everyone who lives, works, or visits the region.

2.1 About the Riverina Murray

The Riverina Murray is the second-largest region in regional NSW, stretching from the Victorian border along the Murray River to the foothills of the Snowy Mountains. Often described as Australia’s food bowl, it produces about one third of NSW’s agricultural output and is a nationally significant freight and logistics hub between Sydney, Melbourne and Adelaide.

The region is centred on the regional cities of Albury, Wagga Wagga and Griffith, with a network of smaller towns, rural communities and seven cross-border twin towns along the Murray River. Many residents live, work and access services across the border in Victoria. The region’s population is ageing, with population growth projected to be concentrated in Albury, Greater Hume and the Murray River.

Many of the journeys people make today have been travelled by Traditional Custodians for tens of thousands of years. For the same purposes as today, Traditional Custodians used these routes for trade, ceremonial purposes and songlines.



3. Purpose of this report

This report summarises the consultation activities carried out and the feedback received during the public exhibition of the Draft Strategic Regional Integrated Transport Plan (Draft Plan) for the Riverina Murray region.

The Draft Plan was placed on public exhibition from 28 July to 11 September 2026.

This report provides an overview of:

- consultation and engagement activities
- feedback methods and who we heard from
- summary of feedback by key direction and other feedback
- how feedback has been considered in finalising the Plan.

4. Previous community consultation

The Draft Plan builds on previous transport and land-use planning and on engagement carried out during the development of the Riverina Murray SRITP. Earlier engagement helped identify and test regional transport challenges, opportunities, objectives and initiatives. Input from the broader community and stakeholders, gathered throughout the consultation on the former Draft Riverina Murray Regional Transport Plan (RTP) and during the public exhibition of the Draft SRITP, informed the final Plan.

A summary of engagement to date is shown in the table below.

Timing	Plan	Purpose
2022-23	Draft Riverina Murray Regional Transport Plan consultation	Community consultation to receive feedback on the former Draft Regional Transport Plan.
October 2024 –May 2026	Early engagement to inform development of the Draft Riverina Murray SRITP	Targeted engagement with local councils, Local Aboriginal Land Councils, government agencies, industry, community organisations and other regional stakeholders to identify transport challenges, opportunities and priorities. Engagement included briefings, meetings, council workshops and opportunities for the broader community to provide feedback through Have Your Say.
July – September 2026	Development and release of the Draft Riverina Murray SRITP	The Draft SRITP was displayed for community and stakeholder feedback from 28 July to 11 September 2026. The community was invited to review the proposed directions and initiatives, identify gaps and provide feedback through surveys, an interactive map, written submissions and face-to-face engagement. This report summarises what we heard during this consultation period.

September – October 2026	Review of feedback and finalisation of the Riverina Murray SRITP	Feedback received during public exhibition was reviewed and considered in finalising the Plan. This Final Engagement Report documents the consultation findings and explains how feedback has been considered.
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5. How we consulted

Transport for NSW used a mix of digital, written and face-to-face channels to make it easier for people who live, work in or visit the Riverina Murray to learn about the Draft Plan and provide feedback.

5.1 Consultation objectives

The objectives of the consultation were to:

- raise awareness of the Draft Plan, its purpose and its 20-year vision
- provide accessible opportunities for community and stakeholder feedback
- test whether the Draft Plan captured the region’s transport challenges and opportunities
- understand priorities across the proposed objectives, directions and initiatives
- identify gaps, local knowledge and matters requiring clarification or further work
- understand the needs of groups that may experience transport disadvantage
- provide clear information about the Plan’s role, scope, timing and funding arrangements.

Target audience

Broader community:

- Residents across the 20 local government areas; transport customers; pedestrians; bicycle riders; motorists; passengers; freight and commercial drivers; businesses; visitors; schools and education communities; people experiencing transport disadvantage.

Key stakeholders:

- Aboriginal communities and organisations; Local Aboriginal land councils; councils and joint organisations; NSW and Victorian agencies; Members of Parliament; freight, agriculture, forestry and logistics sectors; health and education providers; community transport and disability organisations; visitor economy bodies; emergency services; advocacy and community groups. groups with an interest in future



The team met with the local community at Albury and listened to feedback on the Draft SRITP.

5.2 Public exhibition and engagement activities

From 28 July to 11 September 2026, the Riverina Murray community was invited to provide feedback on the Draft Plan.

The NSW Government Have Your Say page was the primary online location for the Draft Plan and consultation information. Community members could review the Draft Plan, complete a survey, drop pins on an interactive map, complete a quick poll and submit more detailed feedback. Written submissions were also accepted by email and post.

The Riverina Murray SRITP Have Your Say landing page was updated to include the:

- Draft Plan
- Early Engagement report
- Riverina Murray StoryMap.

During the consultation period, Transport representatives visited communities across the Riverina Murray to answer questions and hear directly from local people.

A summary of the consultation and engagement activities is listed below.

Method	Details
Local media	A media release was issued on 28 July 2026 to local media outlets across the region by the Hon Jenny Aitchison MP, Minister for Roads and Minister for Regional Transport - Appendix B . This was to announce the start of consultation and provide details on how to provide feedback.
Have Your Say page	A NSW Government Have Your Say page provided the community with the opportunity to complete an online survey, drop pins on an interactive map, upload a submission and complete a quick poll. The link to this page was promoted in media releases, printed collateral, social media and in emails to stakeholders.
Email	Emails were sent to stakeholders asking for their feedback. Key stakeholders included local councils, State and Federal Members of Parliament, Aboriginal organisations, Local Aboriginal Land Councils and NSW government agencies. Community and stakeholders were invited to provide feedback via email and the ‘Have Your Say’ page.
Stakeholder briefings	Direct notification and reminders to councils, Members of Parliament, Aboriginal organisations, industry and community stakeholders.
Social media	A social media campaign was developed for the duration of the consultation and included three posts on the Transport for NSW Facebook page. Posts were geo-targeted to the Riverina Murray region. Across the campaign, more than 13,672 people were reached and the post recorded more than 394 interactions.
In-person community pop-up events	Face-to-face community drop-in sessions were held across the Riverina Murray. The team met with approximately 70 community members at seven locations, including Finley, Griffith, Narrandera, Wagga Wagga, Junee, Cootamundra and Albury

Briefings and workshops	Targeted briefings or discussions with councils, Aboriginal stakeholders, agencies, industry and community organisations.
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Community pop-up sessions listed below.

Location	Date and time	Venue
Finley	Wednesday 12 August 2026, 10am–12 noon	Finley Library, 223–229 Murray Street, Finley NSW
Griffith	Wednesday 19 August 2026, 11am–1pm	Kooyoo Street Mall, corner Kooyoo Street and Banna Avenue, Griffith NSW
Narrandera	Thursday 20 August 2026, 12 noon–2pm	Narrandera Library, 39–51 East Street, Narrandera NSW
Wagga Wagga	Monday 24 August 2026, 12 noon–2pm	Wagga Wagga Council Civic Centre, 243 Baylis Street, Wagga Wagga NSW
Junee	Tuesday 25 August 2026, 10am–12 noon	Junee Library, 92 Lorne Street, Junee NSW
Cootamundra	Tuesday 25 August 2026, 2pm–4pm	Cootamundra Library, 61–71 Wallendoon Street, Cootamundra NSW
Albury	Wednesday 26 August 2026, 10am–12 noon	Albury LibraryMuseum, 540 Kiewa Street, Albury NSW

Community pop-up sessions

A range of communication materials were created to support consultation and engage with the community. These included fact sheets, posters and flyers, along with digital content promoted through Have Your Say and social media.

Examples of these materials follow.

Fact sheet



transport.nsw.gov.au

Strategic Regional Integrated Transport Plan

Riverina Murray

July 2026



The Riverina Murray Strategic Regional Integrated Transport Plan will provide a 20-year vision of the key transport priorities for the region

About the Plan
The Riverina Murray Strategic Regional Integrated Transport Plan (SRITP) will offer an integrated planning approach to transport infrastructure and services in the region, reflecting the distinctive local area and the specific needs of the region's communities.

We are now inviting the community and stakeholders to have their say on the Draft Plan and initiatives. Feedback will help us refine the Plan by understanding what is most important to you. This will guide decision-making about investments in future transport services and infrastructure across the region.

Have your say
If you live, work or play in the Riverina Murray region, we want to hear from you

Haven't read the Draft Plan? That's okay, we have we have designed a quick survey to easily provide feedback. You can pick which themes relate to your concerns or ideas. You can also tell us what you think about the initiatives we've identified.

Want to provide more detailed feedback?
Send us feedback by Friday 11 September 2026
Email: engage.sritps@transport.nsw.gov.au
Submission upload: www.haveyoursay.nsw.gov.au/sritp/riverina-murray

engage.sritps@transport.nsw.gov.au
transport.nsw.gov.au

Scan the QR code to provide feedback



Feedback closes: Friday 11 September 2026

OFFICIAL

How we will deliver the Plan
A list of more than 40 actions and initiatives have been identified to respond to the objectives and challenges of the region. These initiatives are a mixture of small and large infrastructure projects, programs, service improvements, and policy changes—in the short, medium or longer term.

Objectives of the Plan

- Starting with Country**
All investment in the transport network, services, policy and technology takes a Country-centred approach.
- Reduce transport disadvantage by providing access to transport for all**
A transport network that provides a range of travel choices to all people living, working in or visiting the Riverina Murray region.
- Seamless borders**
A transport network that supports seamless movements across the Riverina Murray region.
- Well located housing and successful places**
Support the delivery of well-located housing and successful places through sustainable transport options to address growth and enhance the vibrancy of town centres in the Riverina Murray.
- A thriving and diversifying economy**
An efficient transport network to support a diversifying and growing economy, including tourism and freight movement.
- A safe transport network working towards zero trauma**
Reduce fatal and serious injuries on the transport network and address safety concerns for active and public transport passengers.
- Reliable and Resilient networks**
Reduce the impact of transport network shocks and stresses to service and network interruptions and proactively plan for future impacts.
- Net Zero Emissions**
Contribute to achieving the emissions reductions targets as outlined in the Net Zero and Climate Change Policy.

Next steps

- Review and analysis of previous transport plans and strategies for the Riverina Murray
- Early engagement with key stakeholders to inform the Draft Riverina Murray SRITP
- Develop Draft Riverina Murray SRITP and list of initiatives
- Display Draft Riverina Murray SRITP for community and stakeholder feedback
- Review feedback and refine the Riverina Murray SRITP
- Publish the finalised Riverina Murray SRITP
- Implement the Plan

How we will deliver the Plan
Visit the Have Your Say webpage to view resources including:

- the Draft Plan
- the initiatives list
- the interactive StoryMap
- Early Engagement Report

You can also see how we have developed the Draft Plan and what happens next.

Contact us
If you have any questions or would like more information please contact our project team:

engage.sritps@transport.nsw.gov.au
www.haveyoursay.nsw.gov.au/SRITP

Riverina Murray SRITP Team
PO Box 484
Wagga Wagga NSW 2650

engage.sritps@transport.nsw.gov.au
transport.nsw.gov.au

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Flyers

Transport for NSW

Riverina Murray Strategic Regional Integrated Transport Plan



Draft Plan now on display

The Riverina Murray Strategic Regional Integrated Transport Plan provides a 20-year vision of the key transport priorities for the region to support community, land use and transport needs, now and into the future.

We are now inviting the community and stakeholders to have their say on the Draft Plan. Whether you're passionate about walking, cycling, buses, trains, or roads, we want to hear from you.

Feedback closes Friday 11 September, 2026



Your voice matters

If you live, work or play in the Riverina Murray region we want to hear from you. Review the Draft Plan and share your feedback on the Riverina Murray's future transport network.

Ways you can provide feedback?

Scan the QR code and:

- Complete the survey
- Upload a submission
- or drop a pin on our interactive map.

OR

- Email feedback to engage.sritps@transport.nsw.gov.au

Your feedback will guide future transport services and infrastructure across the region and help us understand what is important to help refine the Plan.

Have Your Say
Care about future transport solutions in the Riverina Murray?



Scan the QR code and get involved
Feedback closes 11 September 2026

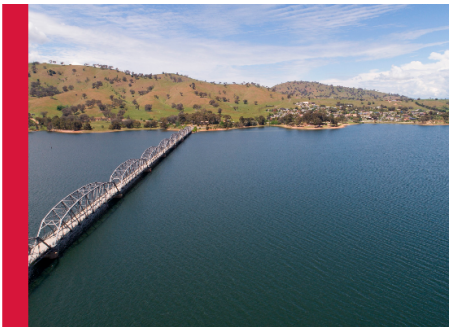
www.haveyoursay.nsw.gov.au/sritp/riverina-murray
engage.sritps@transport.nsw.gov.au

Have Your Say page

Have your say
Riverina Murray

Strategic Regional Integrated Transport Plan

+ Follow



About the Riverina Murray Strategic Regional Integrated Transport Plan

In the Riverina Murray, we are paving the way for a transport system that reflects the unique character and needs of the region.

The [Draft Riverina Murray Strategic Regional Integrated Transport Plan \(Draft Plan\)](#) provides a 20-year vision and defines the key transport priorities for the region to support community, land use and transport needs, now and into the future.

Have Your Say

The [Draft Riverina Murray SRITP](#) is now available for feedback, and we are inviting our communities and stakeholders to have their say on the Draft Plan and its proposed initiatives. Your feedback will help us refine the draft by understanding what is important to you and if we have missed anything.

We appreciate you may not have read the [Draft Plan](#), so we have designed a quick survey to easily provide your feedback. You can pick which themes relate best to your concerns or ideas and tell us what you think.

Alternatively, you can upload a submission or send us feedback by emailing engage.sritps@transport.nsw.gov.au.

The consultation period concludes Friday 11 September 2026.

“ If you live, work or visit the Riverina Murray region, we want to hear from you! ”



Survey

Tell us what you think about our Plan. Take our survey and share your thoughts.

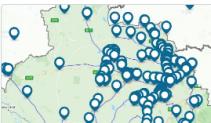
Take the survey now →



Submission

We want to know your thoughts. Upload your submission with your feedback on the Draft Riverina Murray Strategic Regional Integrated Transport Plan.

Upload a submission now →



Interactive map

Review our objectives and initiatives and tell us where you think could most benefit.

Pin on the map now →

Quick Poll

Which SRITP objective is most important to you?

- ☐ Starting with Country
- ☐ Access to transport for all
- ☐ Well-located housing and successful places
- ☐ A thriving and diversifying economy
- ☐ A safe transport network
- ☐ Resilient networks

Submit

Timeline

- Early engagement**
Concluded – Read our early engagement report ([link](#)) and discover what we heard.
- Public exhibition**
We want to hear from you. Tell us your thoughts on the Draft Riverina Murray Strategic Regional Integrated Transport Plan. Consultation closes 11 September 2026.
- Under review**
Thanks for your input. We're reviewing what you told us.
- Sharing what we heard**
We'll share with you insights we learn from your feedback.

See less

Document Library

- Draft Riverina Murray Strategic Regional Integrated Transport Plan**
PDF (18.89 MB)
- Riverina Murray Early Engagement Report**
PDF (18.89 MB)

Resources

Previous engagement

[View our early consultation page](#)

Angela
NSW Government
Email: engage.sritps@transport.nsw.gov.au

Bailee
Email: engage.sritps@transport.nsw.gov.au

Come and meet the team

Want to chat to us face to face? Transport for NSW representatives will be out in the region during the consultation period to talk about the Riverina Murray SRITP and answer your questions.



Community drop-in sessions will occur from 12 August until 26 August. Find out when we will be in your area.

Dates and times >

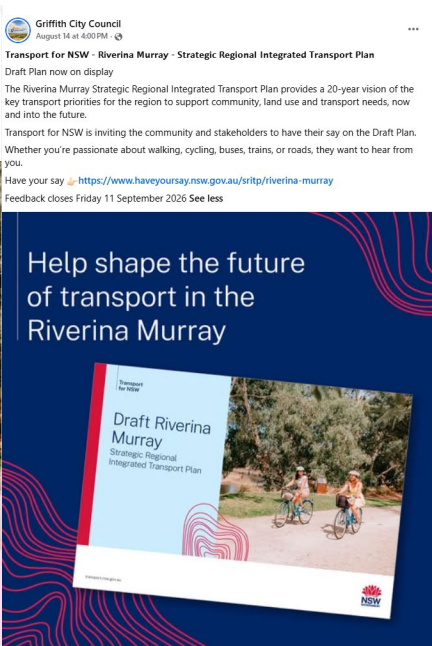
Discover the data and insights

This StoryMap for the Riverina Murray was created to share valuable data and insights that inform the vision, challenges, and opportunities within the region. As part of the NSW Government's commitment to transparency, this StoryMap provides accessible information about our transport planning efforts.

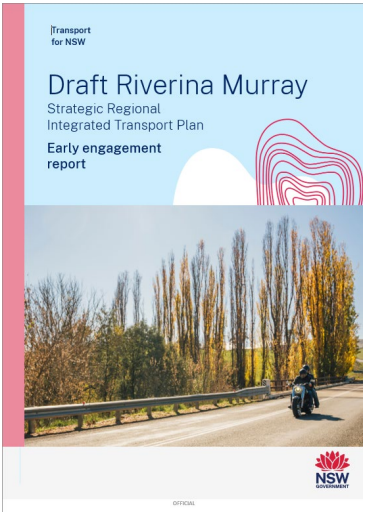
Social media advertising



Council partners



Early engagement report



An Early Engagement Report was published in July 2026 when the Draft Plan went on public display. This report summarised the engagement activities carried out with stakeholders while developing the Draft Plan including who we engaged with and what we heard.

StoryMap



Riverina Murray StoryMap

Eplore the interactive map and dashboard to learn more about your region.

Learn more →

A [StoryMap](#) was created to share valuable data and insights that inform the vision, challenges and opportunities for the region. The StoryMap is a tool designed for storytelling and provides key information about the Plan.

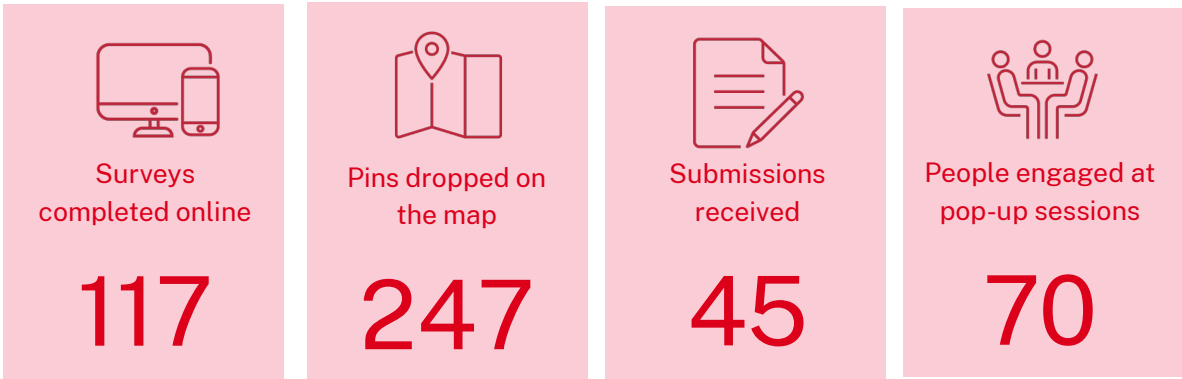
6. Engagement snapshot

During the public exhibition period, Transport received 470 pieces of feedback through the following channels:

- 117 online survey responses
- 45 submissions
- 247 pins dropped on the interactive map
- 61 responses to the quick poll.

Opportunities were also provided to talk to the project team. This included:

- 12 briefings with key stakeholders
- 7 face-to-face community pop-up events, with approximately 70 people engaged.



7. Who we heard from

7.1 Survey respondents

Of the 117 online survey responses, we received 111 from individuals and 6 from organisations. This represents about 95 per cent of respondents providing feedback on their own behalf and about five per cent providing feedback on behalf of an organisation.

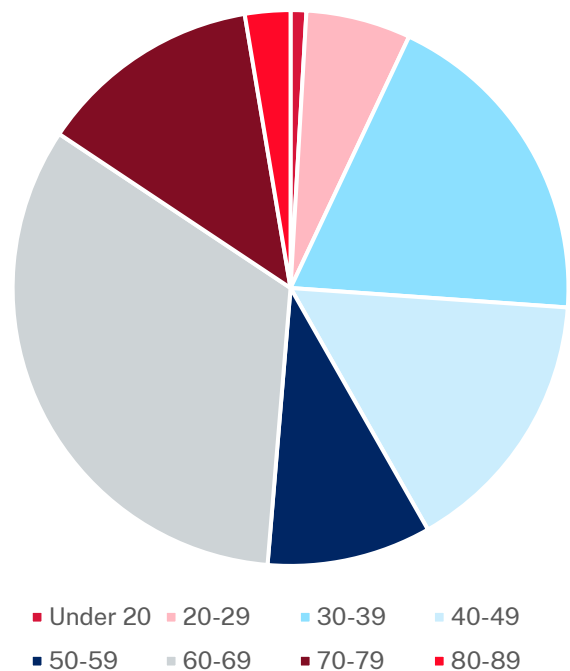
Among all survey respondents, about 48 per cent identified as being 60 years of age or older. About 25 per cent were in the 40–59 age group, and a further 25 per cent were in the 20–39 age group. Less than one per cent were under 20 years of age, while about two per cent preferred not to say.

About 56 per cent of survey respondents identified as female and 41 per cent as male. Less than one per cent identified as non-binary, about two per cent preferred not to say and less than one per cent did not provide a response.

To better understand the context of the feedback, we asked respondents to identify the local government area where they lived.

The largest percentage of feedback was received from respondents living in the Albury City local government area, at about 42 per cent. This was followed by respondents from Wagga Wagga at about 13 per cent, Greater Hume at 12 per cent, Cootamundra–Gundagai at about nine per cent and Griffith at about eight per cent. The remaining respondents lived across other local government areas in the region.

Survey respondents - ages



7.2 Map pins

The interactive online map on the Have Your Say page enabled the community and stakeholders to drop a pin at a specific location of interest and leave a comment.

Map pin comments were dominated by safety concerns at the Hume Highway intersections with Tynan Road and Burma Road at Table Top, with 180 comments (72.9 per cent) calling for a grade-separated solution, such as an overpass or a diamond interchange. This was followed by 53 comments on keeping communities connected across major highways, 26 on weather-related safety risks, such as fog, flooding and low sun, and 22 on traffic flow and congestion.

Of the 247 map pins received, 211 were located within Albury Local Government Area, highlighting the geographic concentration of feedback, particularly around Table Top.

Map theme	Responses	% of map comments
Safety and infrastructure upgrades at Table Top–Tynan–Burma Road intersection	180	72.9%
Community connectivity and access across major highways	53	21.5%
Environmental and weather-related safety risks	26	10.5%
Traffic flow and congestion management	22	8.9%
Active transport infrastructure and safety	19	7.7%
Public transport accessibility and service frequency	16	6.5%
Freight movement efficiency and infrastructure	13	5.3%
Road condition and maintenance	11	4.5%
Community engagement and consultation frustration	11	4.5%
Other high-risk intersections	8	3.2%

Map comments could be assigned to more than one theme, so percentages do not total 100 per cent.

Other comments from the map pins highlighted the need for safer walking and cycling connections, better public transport near schools, TAFE and residential areas, dedicated truck routes and rest stops, and more consistent road maintenance.



Pins dropped on the interactive map during the consultation period

7.3 Submissions

In addition to these feedback methods, the community and stakeholders were invited to provide feedback via written submission. This could be done via the Have Your Say page, email or post.

During the consultation period, we received 45 submissions from various stakeholders and community members. Submissions were received from:

- 5 local councils
- 8 community groups, committees and emergency services volunteers
- 2 forestry and timber industry organisations
- 18 individuals.

Submissions provided valuable, detailed insights into transport needs for individuals, local communities and organisations. Of the 45 submissions, about 95 per cent supported the overall direction of the Draft Plan, one was neutral, and one was critical.

The largest number of submissions came from the Table Top community, including residents, the local primary school community, the local rural fire brigade and community committees, calling for grade separation at the Tynan Road and Burma Road intersections with the Hume Highway. We also received detailed submissions from local councils highlighting what is important to their LGAs, and from the forestry industry on freight routes, bridges and road funding.

This feedback has been included in Section 8.

7.4 Community pop-up events

Transport engaged with the community through seven pop-up events across the region during the display period.

This included events at:

- Finley Library
- Kooyoo Street Mall, Griffith
- Narrandera Library
- Wagga Wagga Council Civic Centre



Transport staff speaking with the community in Griffith.

- Junee Library
- Cootamundra Library
- Albury Library Museum.

Transport received feedback from about 70 people engaging with the team through meaningful conversations.

These face-to-face events allowed the community to discuss what was important to them, with many highlighting key issues, concerns and priorities for their area.

While feedback varied by location, several common themes emerged across the seven events.

Across the community pop-up events, participants consistently called for more frequent, reliable and affordable public



Cross-border connections, such as the bridge between NSW and Victoria at Tintaldra, were a key concern during the call for feedback.

transport. Key themes included better local bus coverage, improved rail timetables, day-return services to regional centres and stronger cross-border connections. Participants said limited transport options increased reliance on private vehicles and on community transport, particularly for access to healthcare, education and employment. Concerns were also raised about the cost and availability of community transport and taxi services.

Road and freight safety was another key theme. Participants raised concerns about road conditions, heavy-vehicle movements, unsafe intersections, and the need for improved rest areas and rail freight options.

Communities also sought infrastructure that better supports regional growth and resilience, including increased river-crossing capacity in Wagga Wagga, safety improvements at the Hume Highway-Table Top Road intersection, and improved pedestrian and cycling connections. Overall, participants wanted a transport network that provides safer, more equitable and better-connected travel across the region and into Victoria.



Cyclists at Albury Train Station

8. What we heard

8.1 Overview

This chapter summarises all feedback from the public consultation, including submissions, survey responses, map pins and face-to-face engagement.

The online survey asked people to choose which of the Draft Plan's five key directions they wanted to give feedback on. Each piece of feedback has been reviewed and grouped under these key directions, then categorised into common themes:

- improve Aboriginal people's access to jobs, healthcare, education, social and recreational venues, and Country
- enhance access to local, regional, metropolitan and cross-border destinations
- responding to growth with network and service upgrades
- move freight more efficiently
- create a safer and more resilient road network
- other feedback and insights
- priority challenges for the region.



Feedback was received about public transport reliability, frequency and accessibility

8.2 Plan objectives

As part of the consultation, we asked survey respondents which of the Draft Plan's five key directions they wished to comment on and how important they considered each selected direction.

The objectives set out the key priorities fundamental to strategic transport planning and define the outcomes we aim to achieve. The Draft Plan identifies eight objectives that underpin the five key directions used to structure survey feedback.

The community could also provide feedback via an optional quick poll on the Have Your Say page, asking participants to select their most important objective from six options.

8.2.1 Objectives of the Draft Plan



Starting with Country

Improve transport access for Aboriginal communities through culturally informed planning, co-design and better connections to employment, education, healthcare, services and Country.



Reduce transport disadvantage by providing access to transport for all

Provide frequent, reliable, affordable and inclusive public transport, supported by safe walking and cycling connections, to give people greater choice in how they travel.



Seamless borders

Improve cross-border transport connections between NSW and Victoria to support access to services, employment, education, freight and social opportunities.



Well-located housing and successful places

Coordinate transport and housing investment so new and growing communities are connected to jobs, services and facilities while reducing car dependency.



A thriving and diversifying economy

Provide safer, more resilient and productive road and rail networks that support freight, agriculture, tourism, emerging industries and regional economic growth.



A safe transport network working towards zero trauma

Reduce fatalities and serious injuries by improving safety on higher-speed roads, freight routes, town approaches, waterways and other parts of the transport network.



Reliable and resilient networks

Reduce the impact of floods, bushfires, climate change and other disruptions through stronger infrastructure, effective maintenance, alternative routes and improved network monitoring.



Transition to net zero emissions

Support emissions reduction through zero-emission buses, electric vehicle charging, lower-emission freight vehicles and increased use of sustainable transport options.

8.2.2 Quick poll results

When visiting the Have Your Say page, an optional quick poll asked: **Which SRITP objective is most important to you?**

Respondents were presented with six objectives from the Draft Plan and asked to select the one objective most important to them. The results of the quick poll are outlined below.

The quick poll was completed by 61 respondents. Of these responses:

- the most selected objective was **'A safe transport network'**, with 41 per cent of votes
- this was followed by **'Access to transport for all'**, with 34 per cent of votes
- 11 per cent of participants selected **'A thriving and diversifying economy'**
- 10 per cent selected **'Well-located housing and successful places'**
- three per cent selected **'Resilient networks'**
- no participants selected **'Starting with Country'**.

These results align with feedback received through the survey, interactive map, and written submissions, in which transport safety and improved access to services and destinations were prominent themes.

8.2.3 Survey results

Respondents were asked which Draft Plan directions they wanted to comment on and could select more than one.

- **'Create a safer and more resilient road network'** was the most selected direction, chosen by 66 respondents, or about 56 per cent of survey respondents.
- This was closely followed by **'Enhance access to local, regional, metropolitan and cross-border destinations'**, selected by 64 respondents, or about 55 per cent.
- **'Respond to growth with network and service upgrades'** was selected by 47 respondents, or about 40 per cent.
- **'Move freight more efficiently'** was selected by 20 respondents, or about 17 per cent.
- **'Improve Aboriginal people's access to services and Country'** was selected by seven respondents, or six per cent.

These results show that road safety and resilience, together with access to local, regional and cross-border destinations, were the most frequently selected directions for feedback among survey respondents. This reflects feedback received through map comments, written submissions and open survey responses.

8.3 Feedback received

Extensive feedback from stakeholders was received during the early engagement phase. This feedback informed the development of the Draft Plan, including the challenges, objectives and initiatives identified for the region. A summary of this feedback is available in the [early engagement report](#).

During the public exhibition of the Draft Plan, we invited the community to provide feedback on its proposed directions and initiatives, including whether any important issues had been overlooked.

Survey respondents could choose which key directions to provide feedback on, rate their importance, and select up to three areas that were most important to them under each direction.

The Draft Plan also included 51 short- and medium-term initiatives, which are specific actions to be delivered in the short or medium term. The initiatives are aligned with one or more objectives.

The key themes identified through consultation are summarised in the sections that follow.

While all feedback has been taken into consideration during preparation of the Plan, some comments are beyond the scope of the Plan. This may be because feedback or suggestions did not fall within Transport’s area of influence. An example of this is specific minor maintenance issues such as pothole repair. Where appropriate, feedback relating to these matters can be referred to the relevant Transport teams, government agencies or organisations for consideration.



8.3.1 Starting with Country

Aboriginal communities across the Riverina Murray need transport that connects them to services, family and Country. What we heard highlights the importance of genuine partnership and co-designed solutions.

All survey respondents who commented on this direction rated it as important or very important, with 71.4 per cent rating it very important.

Feedback emphasised the importance of recognising Aboriginal land, culture and connection to Country in transport planning. Respondents raised concerns about transport barriers that affect Aboriginal communities’ access to services, places of significance, and wellbeing.

Submissions called for Aboriginal outcomes to be embedded in transport planning, with councils recognised as key partners alongside Local Aboriginal Land Councils.

Summary of feedback

Themes	Summary of feedback
Transport and accessibility	Transport services and infrastructure should improve access to health, employment, education and places of significance. Transport barriers continue to affect Aboriginal communities’ access to services and wellbeing.



7

Survey respondents provided feedback on this direction



100%

Rated this important or very important

Country-led approaches and engagement	Aboriginal land, culture and connection to Country should be recognised in transport planning. Local Aboriginal Transport Plans should be co-designed with Aboriginal communities and Local Aboriginal Land Councils. Aboriginal outcomes should be embedded in planning processes, with councils recognised as key stakeholders.
Cultural recognition	Signposting Country signs that promote Aboriginal language and culture on the state road network were supported.

Importance of draft initiatives

Survey respondents were provided a list of areas aligned with this direction and asked to select up to three that were most important to them.

Rank	Draft initiative or priority area	Responses
1	Transport services and infrastructure that improve access to health, employment, education and places of significance	85.7%
Equal 2	Local Aboriginal Transport Plans co-designed with Aboriginal communities and Local Aboriginal Land Councils	57.1%
Equal 2	Signposting Country signs that promote Aboriginal language and culture on the state road network.	57.1%

Walking and cycling connections between Discrete Aboriginal Communities and nearby services were also selected by 42.9 per cent of respondents.

The full list of initiatives which have been developed is provided in the final Plan.

How the Plan reflects this feedback

Transport’s commitment to a country-centred approach to planning and delivering transport infrastructure and services is demonstrated by the Starting with Country objective. Transport is committed to ensuring Aboriginal communities are connected to jobs, education, health services, recreation, social needs and Country through transport options that are safe, affordable, reliable and culturally appropriate.

The Plan recognises the transport disadvantage faced by Aboriginal communities in the region, including discrete Aboriginal communities. It identifies limited transport options, inadequate public transport coverage, infrequent services and long travel times as key barriers.

The Plan emphasises the importance of partnering with Aboriginal community-controlled organisations and Local Aboriginal Land Councils to co-design local Aboriginal transport and service plans, ensuring the right services connect communities to the right places at the right times. It also includes initiatives to improve walking and cycling connections between discrete Aboriginal communities and nearby essential services, and to promote Aboriginal language and culture through Signposting Country signs on the NSW state road network. The Plan also identifies opportunities to support driver licensing and improve access to licences for Aboriginal communities. The final Plan strengthens the Starting with Country approach by supporting co-designed local Aboriginal transport and services plans developed

with Aboriginal community-controlled organisations and Local Aboriginal Land Councils. It also includes initiatives to improve access to jobs, healthcare, education, social and recreational opportunities and Country, strengthen walking and cycling connections between discrete Aboriginal communities and nearby essential services, and support driver licensing and culturally appropriate transport outcomes.



8.3.2 Enhance access to local, regional, metropolitan and cross-border destinations

Getting to regional cities, including Sydney and Melbourne, and crossing the border without a car is a daily challenge for many people in the Riverina Murray. Feedback called for more frequent, reliable and affordable public transport and safer walking and cycling connections.

Community and stakeholders provided strong feedback on the need for improved rail services between Sydney and Griffith or Albury, faster coach options, and new day-return services so people can reach regional cities for health, education and shopping and return home the same day.

Of the 25 survey comments, almost half (48 per cent) raised concerns about public transport accessibility, affordability and service frequency, and 40 per cent raised concerns about cross-border and regional connectivity.

Cross-border travel was a strong theme, particularly in Albury and the twin towns along the Murray River. Albury City Council and community members called for integrated cross-border bus services, consistent contactless ticketing, and better alignment with train and flight timetables.



64

Survey respondents provided feedback on this direction



98.4%

Rated this important or very important

Community and stakeholders also stressed the need for safe, connected walking and cycling routes, with some stakeholders specifically advocating for separated facilities.

Summary of feedback

Themes	Summary of feedback
Rail services	Strong demand for improved rail services between Sydney and Griffith or Albury, and better local rail connectivity through the region. Requests to reinstate an early morning XPT service from the south-west, provide faster and more frequent Melbourne–Sydney services through Albury, and more comfortable, affordable sleeper options. Albury City Council called for scope and timelines for new rail services, including Albury–Corowa, Walla Walla and Wagga Wagga, and fairer rail fares.
Coach and day-return services	Support for new day-return services to Griffith, Wagga Wagga and Albury. Specific requests included a day-return service from Hay to Echuca, improved coach services between Temora and Wagga Wagga, Griffith and Albury, direct coach links between regional towns, and a faster coach option to Sydney and Melbourne. Access to cancer treatment and other specialist health services was a key reason for day-return travel.
Local bus and on-demand services	Wagga Wagga bus routes often require transfers and timetables do not always match key destinations such as TAFE class times. The Ageing Well Committee called for an on-demand bus service for seniors in Corowa, Rutherglen and Howlong, modelled on services in Holbrook, Henty and Culcairn, with concession fares. Temora Shire Council sought internal public transport options for vulnerable groups.
Cross-border connectivity	Albury–Wodonga should be planned as one connected area, with seamless cross-border routes, unified ticketing and coordinated interchanges. Suggestions included a free Saturday shuttle between Albury and Wodonga. Community members also highlighted difficulties travelling between Albury and Wodonga for education, healthcare and other purposes, with journeys often requiring multiple connections.
Active transport	Safe and connected walking and cycling routes are needed in town centres and to jobs, health, education and transport precincts. Albury City Council sought dedicated funding for separated facilities and simpler grant requirements. A survey respondent suggested using unused rail corridors for walking and cycling links between towns. Lockhart Shire sought cycle tourism links between key attractions.
Affordability and accessibility	Fares, concession access and station accessibility were raised as barriers, particularly for older people, students and people without a car. Better transport information, timetables and digital access were also requested.

Importance of draft initiatives

Survey respondents were provided a list of areas aligned with this direction and were asked to choose up to three they considered most important.

Of the 61 respondents who answered this question, the three most selected priorities were:

Top three draft initiatives	
1	Improved rail services between Sydney and Griffith or Albury, and better local rail connectivity through the region (62.3 per cent).
2	New day-return public transport services to Griffith, Wagga Wagga and Albury from centres across the region (49.2 per cent).
3	Improved local bus services across the Riverina Murray (42.6 per cent).

Improved public transport for cross-border communities was a close fourth (41.0 per cent).

The full list of initiatives which have been developed is provided in the final Plan.

How the Plan reflects this feedback

The Plan focuses on reducing transport disadvantage in a region where long distances, dispersed settlements and limited public transport make many destinations difficult to reach without a car. It recognises the needs of older people, people with disabilities, young people and those in smaller centres and rural areas.

The Plan includes initiatives to improve rail services between Sydney and Griffith, and between Sydney and Albury; to investigate and progress new day-return services to Griffith, Wagga Wagga and Albury; and to improve key rail stations, bus interchanges and bus stops to enable seamless connections between rail, coach and bus.

The Plan also includes initiatives to improve public transport for cross-border communities, enabling people to access services, education and employment on both sides of the border, and to work with councils to provide safe, connected active transport in town centres and at key destinations.

We have updated the Plan to reflect what we heard from the community and stakeholders regarding access to destinations, and have added or revised initiatives accordingly. The final Plan strengthens initiatives to improve passenger rail services between Sydney, Griffith and Albury; investigate and progress new day-return services to Griffith, Wagga Wagga and Albury; improve local bus services; and provide more seamless connections between rail, coach and bus. It also strengthens cross-border public transport planning, station and interchange accessibility, and safe, connected walking and cycling links to key destinations.

Following public exhibition, the final Plan includes a new initiative to undertake a comprehensive review of the Community Transport Program, including eligibility requirements, to improve inclusive access and address transport disadvantage in regional communities. The local bus services initiative has also been expanded to identify improvements to service frequency, operating hours, route coverage and interchange coordination in key regional centres.



8.3.3 Responding to growth with network and service upgrades

The Riverina Murray’s growing centres need transport that keeps pace with new homes. Feedback showed people want roads, public transport and walking and cycling links delivered early, before congestion and car dependency set in.

Of these respondents, 46 (97.9 per cent) rated this direction important or very important.

Of the 18 survey comments, 15 (83.3 per cent) called for transport infrastructure, services, active travel and traffic management to be aligned with housing development and population growth. Respondents stressed timely delivery, affordability and inclusion.

Growth pressures were raised most often in Albury–Thurgoona, Wagga Wagga and Moama, including peak-hour congestion on Thurgoona Drive, the Riverina Highway and the Cobb Highway, and on the Gobbagombalin Bridge in Wagga Wagga.



47

Survey respondents provided feedback on this direction

Community and councils also called for heavy vehicles to be moved out of town centres through alternate freight routes and bypass planning, and for main streets to be made safer and more comfortable for people walking and riding.

Summary of feedback

Themes	Summary of feedback
Planning for growth	Transport planning and infrastructure should support additional housing in Wagga Wagga, Albury, Griffith and Moama and be delivered early. A submission called for Albury–Wodonga to be planned as one metropolitan area through a 50-year transport strategy, with transport corridors, future river crossings and the airport protected before urban expansion limits options. Wagga Wagga’s Southern Growth Area should receive the same attention as the Northern Growth Area.
Bridges and river crossings in Wagga Wagga	Committee 4 Wagga called for duplication of the Gobbagombalin Bridge to be the clear priority for northern Wagga Wagga, due to flooding vulnerability, congestion, safety and growth. Other crossing opportunities, such as at Koorungal Road and Gardiner Street, were supported only as complementary options. Northern Wagga Wagga access improvements should be delivered quickly.

Congestion and local road network	Specific suggestions were received for the Cobb Highway intersections at Meninya Street and Perricoota Road in Moama, and for Thurgoona Drive, the Lavington overpass and Riverina Highway in Albury. A submission supported retaining the Borella Road, Schubach Street and Riverina Highway roundabout and opposed new traffic lights at Electra Street, calling for corridor-wide traffic modelling instead.
Heavy vehicles in town centres	Councils sought heavy vehicle alternate routes for Temora, Howlong and Urana, and a survey respondent highlighted heavy vehicles travelling through Yarrawonga’s main street. Moving freight out of town centres would improve safety and amenity.
Liveable town centres	Support for reallocating main street road space for people walking and riding, better lighting and pedestrian safety, and clearer support from Transport for councils delivering movement and place projects.

Importance of draft initiatives

Survey respondents were provided a list of areas aligned with this direction and were asked to choose up to three they considered most important to them.

Of the 46 respondents who answered this question, the three most selected priorities were:

	Top three draft initiatives
1	Transport planning and infrastructure to support additional housing in Wagga Wagga, Albury, Griffith and Moama (58.7 per cent).
2	Alternate heavy vehicle freight routes and bypass planning to reduce freight traffic through town centres (45.7 per cent).
3	Priority transport improvements for the Northern Wagga Wagga Growth Area (30.4 per cent).

The full list of initiatives which have been developed is provided in the final Plan.

How the Plan reflects this feedback

Transport’s commitment to supporting well-located housing and successful places is demonstrated by its focus on integrating land-use and transport planning. The Plan recognises that coordinating investment in walking, cycling, public transport and roads alongside new housing is essential to limit car dependency and create liveable communities from the outset.

The Plan includes initiatives to work with NSW Government agencies and local councils to support additional housing in Wagga Wagga, Albury, Griffith and Moama, and to continue investigating improvements in Wagga Wagga through the Wagga Wagga Northern Access Strategy.

The final Plan also identifies a feasibility study to investigate long-term solutions for Murrumbidgee River crossings in Wagga Wagga, including the potential duplication of Gobbagombalin Bridge and alternative crossing options.

The Plan also includes planning for state roads with heavy-vehicle freight routes, to encourage freight vehicles to use alternative routes to main streets and to reallocate road space for people walking and cycling.

We have updated the Plan to reflect what we heard from community and stakeholders about responding to growth and have added or revised initiatives based on this feedback.

The final plan improves coordination between transport and housing development in Wagga Wagga, Albury, Griffith, and Moama. It advances planning for Wagga Wagga's growth areas and ensures that infrastructure for walking, cycling, public transport, and roads is provided early. Additionally, the plan enhances the framework for future transport corridors and river crossings, establishes alternative routes for heavy vehicles and bypasses, and promotes safer, more vibrant town centres.



Feedback included points around transport planning and infrastructure should support additional housing in Wagga Wagga. Rowers are pictured on Lake Albert in Wagga Wagga.

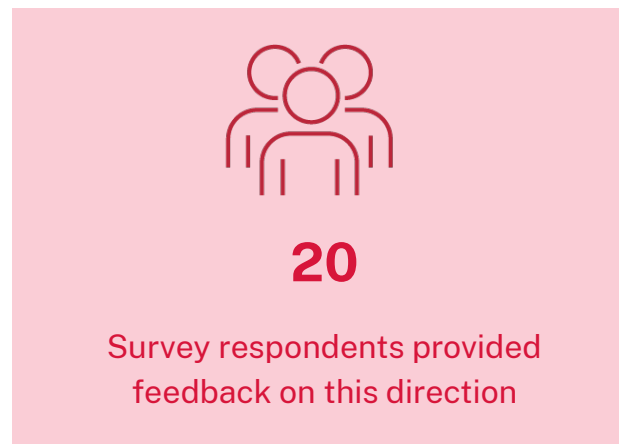


8.3.4 Move freight more efficiently

Agriculture, forestry, manufacturing and renewable energy projects rely on safe and efficient freight routes. Feedback called for upgraded roads and bridges, better rest areas and sustainable funding for the local roads that carry the freight task.

All survey respondents who commented on this direction rated it as important or very important. All 10 survey comments focused on freight efficiency, access and infrastructure, including upgraded roads and bridges, bypasses, removal of bottlenecks and increased use of rail freight.

Industry bodies and councils provided detailed submissions. The forestry sector highlighted the movement of about 5.7 million tonnes of timber a



year and the role of State Forest and private haul roads, including the Tumbarumba–Tumut link. Hay Shire Council highlighted the cumulative freight impacts of the South West Renewable Energy Zone.

Councils stressed that freight growth is wearing out local roads and bridges faster than they can be maintained, and called for sustainable funding models.

Summary of feedback

Themes	Summary of feedback
Road freight corridors	Support for Hume Highway corridor planning and priority upgrades. Calls to duplicate the Sturt Highway, add overtaking lanes and wider shoulders on rural trunk roads, and upgrade the road between Lockhart and Albury. Feedback sought safer freeway on and off access and better heavy vehicle management on local roads.
Bridges and pinch points	Calls to upgrade the Hay Bridge to carry 160-tonne higher productivity vehicles, urgently upgrade Blue Cut Bridge and add it to the regional bridge renewal program with Glenroy Bridge, and replace the Yarrawonga–Mulwala bridge. Support for upgrading the northbound Sheahan Bridge.
Major projects and industry	The Plan should better recognise cumulative freight impacts from the South West Renewable Energy Zone, and freight needs for other industries such as agriculture and forestry. Private forestry haul roads should be recognised in freight planning, with targeted upgrades to bridges, intersections and higher productivity vehicle access to keep heavy vehicles out of town centres.
Rest areas	Support for improved heavy vehicle rest areas and decoupling zones, including near Howlong, Urana and Morundah and on the

	Olympic Highway. Existing rest stops should be funded and managed sustainably before new facilities are approved.
Local roads and funding	• Calls for a sustainable regional road funding framework that recognises freight wear on local roads, assessment of local road impacts from state heavy vehicle decisions, and dedicated funding for bridge assessments. The forestry sector proposed a Local Government Road Funding Preparedness Program of up to \$400,000 a year per council over three years to prepare shovel-ready projects.
Coordination and planning	• Support for a regional Freight Master Plan aligned with the RAMJO Regional Freight Transport Plan, stronger cross-border freight coordination with Victoria, and transparent community engagement on the Tumbarumba bypass. Feedback also supported greater freight mode shift to rail and recognition of Temora’s rail and aerodrome assets.

Importance of draft initiatives

Survey respondents were provided a list of areas aligned with this direction and were asked to choose up to three they considered most important to them.

Of the 19 respondents who answered this question, the three most selected priorities were:

	Top three draft initiatives
1	Hume Highway corridor planning and priority upgrades for growing freight demand, travel efficiency, safety and asset renewal (57.9 per cent).
2	A regional Freight Master Plan to support efficient, resilient and integrated supply chains (47.4 per cent).
3	Improved heavy vehicle rest areas and decoupling zones (42.1 per cent).

The full list of initiatives which have been developed is provided in the final Plan.

How the Plan reflects this feedback

Transport’s commitment to a thriving and diversifying economy is reflected in the Plan’s focus on safer, more resilient and more productive freight networks. The Plan recognises that freight movements are increasing and diversifying, with seasonal surges and State significant projects, such as the South West Renewable Energy Zone and Snowy 2.0, increasing the number and size of heavy vehicles.

The Plan includes initiatives to continue developing the Hume Highway Corridor Strategy, to progress the development of the northbound Sheahan Bridge at Gundagai, and to develop a Freight Master Plan with government agencies and industry. It also identifies opportunities to reduce Performance Based Standards pinch points, improve heavy vehicle rest areas, and address rail constraints such as single-track lines and long distances between crossing loops.

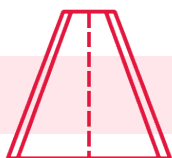
The final Plan also specifically identifies Blue Cut Bridge, Hay Bridge and Yarrawonga–Mulwala Bridge within its regional bridge and major structure renewal initiative, reflecting concerns about bridge

capacity, safety and freight access. The initiative provides for further investigation and prioritisation of potential upgrades or replacements, rather than committing to immediate construction.

The Plan also includes a short-term initiative to improve heavy vehicle rest stop opportunities across key regional freight routes and further consideration of alternative heavy vehicle routes and bypasses, including a potential Temora Bypass feasibility study.

We have updated the Plan to reflect what we heard from the community and stakeholders about freight, and have added or revised initiatives based on this feedback.

The final Plan strengthens freight planning through continued development of the Hume Highway Corridor Strategy, investigation of upgrades to the northbound Sheahan Bridge, and the development of a regional Freight Master Plan. It also supports improved first-and last-mile access, removal of road and rail pinch points, better heavy-vehicle rest areas, stronger intermodal connections, and coordinated freight routes for renewable-energy and other major projects. The Plan further recognises the impacts of freight on local roads and bridges and the need for more sustainable maintenance and renewal arrangements.



8.3.5 Create a safer and more resilient road network

Safety was raised as the highest priority across the consultation. There was strong demand for safer intersections on high-speed roads, better road maintenance and a network that keeps communities connected during floods, bushfires and other disruptions.

Of the 65 respondents who rated this direction, 64 (98.5 per cent) considered it important or very important.

Safety upgrades at key intersections on high-speed rural approaches were the most frequently selected priority across the survey, chosen by 69.7 per cent of the 66 respondents who answered this question. More than half (56.2 per cent) of the 32 open-text survey comments on this direction related to dangerous intersections, and 15.6 per cent related to road condition and maintenance.

Community and stakeholders also emphasised the need to keep local access and emergency response in mind when planning upgrades. Map comments highlighted weather-related risks,



Road safety upgrade on Tumbarumba Road.

including fog, flooding and low sun, and called for road raising, improved lighting, warnings and drainage.

Focus: Hume Highway at Table Top

The Hume Highway intersections with Tynan Road and Burma Road at Table Top, near Albury, were

the most common topic across all feedback channels:

- 180 map comments (72.8 per cent of all 247 map comments)
- 23 of the 70 final survey comments related to high-risk intersections, most referring to Table Top
- 14 written submissions, including from residents, the local primary school community, the local rural fire brigade and community committees.

What we heard:

- the intersections and the nearby rail level crossing should be treated as one integrated safety risk, particularly with longer and double-stacked freight trains expected on the rail corridor
- a full grade-separated solution, such as an overpass or diamond interchange, should

be included in the Plan and programmed within its 20-year timeframe, with interim safety measures in the meantime

- road closures or restricting turning movements would sever east–west community connections, increase travel distances and shift traffic problems elsewhere
- safe crossing of the highway is essential for school buses and children travelling to the local primary school
- volunteer firefighters rely on the crossing to reach their station and respond to emergencies quickly in a bushfire-prone area
- the current safety upgrade does not resolve the underlying risks as the Table Top and Thurgoona area grows.

Summary of feedback

Themes	Summary of feedback
Intersection safety	• Safety upgrades are needed at key intersections on high-speed rural approaches and regional corridors. Locations raised included Table Top, Elizabeth Mitchell Drive and the Riverina Highway, Table Top Road and Kerrs Road, and local road intersections and street lighting in the Federation area.
Route safety and road design	• Support for route safety reviews of high-risk curves and crash hot spots, overtaking lanes, wider shoulders, safer transitions into towns and interim speed zone reductions. The forestry sector asked that safety initiatives aligned with AusRAP ratings be prioritised in the first five years, and that safety investigations extend to areas affected by renewable energy projects outside the REZ.
Local access and emergency response	• Upgrades should maintain local connectivity for residents, school buses, farm and freight vehicles and emergency services. Emergency access should be assessed early in project development, including alternative routes and construction traffic management.
Road condition and maintenance	• Concerns about deteriorating surfaces, potholes, narrow roads and weather damage. Calls for longer-lasting repairs, consistent funding for councils and better maintenance and asset renewal.

Bridges and resilience	Upgrades or replacement of critical bridges, including Murray River crossings such as Yarrawonga–Mulwala, and the Gobbagombalin Bridge in Wagga Wagga. Calls for corridor resilience plans for all major highways and better flood immunity on key freight and passenger routes.
Pedestrian and rest area safety	Safer pedestrian crossings at railway level crossings, such as at The Rock, and upgraded rest stops on the Olympic Highway and other freight routes to manage fatigue.

Importance of draft initiatives

Survey respondents were provided a list of areas aligned with this direction and were asked to choose up to three they considered most important to them.

	Top three draft initiatives
1	Safety upgrades at key intersections, particularly on high-speed rural approaches and regional corridors (69.7 per cent).
2	Route safety reviews and targeted treatments for high-risk curves and crash hot spots on high-speed roads (50.0 per cent).
3	Better maintenance, asset renewal and strategic detour routes to support network continuity (30.3 per cent).

The full list of initiatives which have been developed is provided in the final Plan.

How the Plan reflects this feedback

The Plan acknowledges that the Riverina Murray experiences a higher share of serious crashes on higher-speed roads than the NSW average, with crashes concentrated on major highways and freight routes near the edges of towns. Speeding, fatigue and heavy vehicles are involved in more crashes than across NSW overall.

The Plan includes initiatives to develop a prioritised Route Safety Review Program for high-risk curves and crash hotspots, prioritise safety treatments at key intersections, and improve the quality and availability of heavy vehicle rest stops.

Importantly, the final Plan specifically identifies the Tynan Road and Burma Road location within its Hume Highway priority interchange upgrades initiative. This initiative proposes a program of priority interchange improvements along the Hume Highway, including at Table Top. The Plan also includes a prioritised program of Hume Highway road safety improvements, including intersection upgrades and roadside and median safety barriers.

These initiatives recognise the safety and connectivity concerns raised by the community.

Separately, the Plan outlines the previously announced \$25 million Hume Highway upgrade at Table Top, which includes road resurfacing, drainage improvements and safety barriers. These works are distinct from the grade-separated crossing solution requested by community members during the public exhibition.

The Plan also recognises the network is highly vulnerable to floods, bushfires and extreme weather, with limited alternative routes. It includes initiatives to develop corridor plans covering asset condition, maintenance and flood immunity, and a prioritised regional program to upgrade or replace critical bridges and irrigation structures, including Murray River crossings.

We have updated the Plan to reflect what we heard from the community and stakeholders about safety and resilience, and have added or revised initiatives based on this feedback.

The final Plan strengthens initiatives for route safety reviews, high-risk intersections, safer town approaches and improved heavy-vehicle rest stops. It also expands corridor planning for maintenance and flood resilience and establishes a regional program for critical bridges and irrigation structures. In response to feedback, the Plan adds the Sturt, Cobb and Mid-Western highways to the Route Safety Review Program and strengthens consideration of pedestrian safety, emergency access, local connectivity and network resilience in future planning.



8.3.6 Other feedback

Most feedback aligned with the Draft Plan’s key directions, however some feedback was general and commented on the Plan as a whole, including how it will be funded and delivered and the engagement process.

At the end of the survey, 70 respondents told us more about transport in the Riverina Murray. These comments reinforced the themes raised across the consultation.

Theme	Comments	% of comments
Safety and infrastructure upgrades at high-risk intersections	23	32.9%
Public transport accessibility, affordability and service frequency	19	27.1%
Transport planning coordinated with growth and housing	11	15.7%
Road condition and maintenance	11	15.7%
Freight movement efficiency, access and infrastructure	9	12.9%
Cross-border and regional connectivity	8	11.4%

Comments could cover more than one theme. Smaller numbers of comments related to active transport, transport information and digital inclusion, and environmental and emissions considerations (three comments each).

Many submissions supported the Draft Plan but called for clearer funding, governance and delivery commitments to move initiatives beyond planning and studies into action. Councils sought defined responsibilities, timelines and formal partnership arrangements with Transport, as well as tangible support for delivering infrastructure, not just planning.

Some map comments (4.5 per cent) expressed frustration with past responses to community concerns, perceived inaction and the way consultation is carried out. There were calls for authorities to listen, engage meaningfully and act.

Other feedback included concerns that population projections in the Draft Plan may underestimate growth linked to economic developments in Hay, and suggestions for regional airport connectivity, including flights from Hay.

How the Plan reflects this feedback

The Plan sets out a list of short- and medium-term initiatives to address current and emerging transport issues in the Riverina Murray region. Transport will implement the final Plan, partnering with local government, State agencies, Aboriginal organisations, industry, and community representatives on initiatives that require their support.

To provide greater transparency, Transport will issue status updates on initiatives every 12 months and conduct a review of the final Plan every five years. As part of Plan finalisation, Transport has prepared an implementation plan that sets out actions, high-level costs and next steps for each short-term initiative.

The final Plan provides clearer implementation and accountability arrangements, including defined short- and medium-term initiatives, collaborative delivery responsibilities, and annual status reporting.

The Riverina Murray StoryMap supports the Plan by offering accessible data and insights into the region's transport challenges and opportunities.



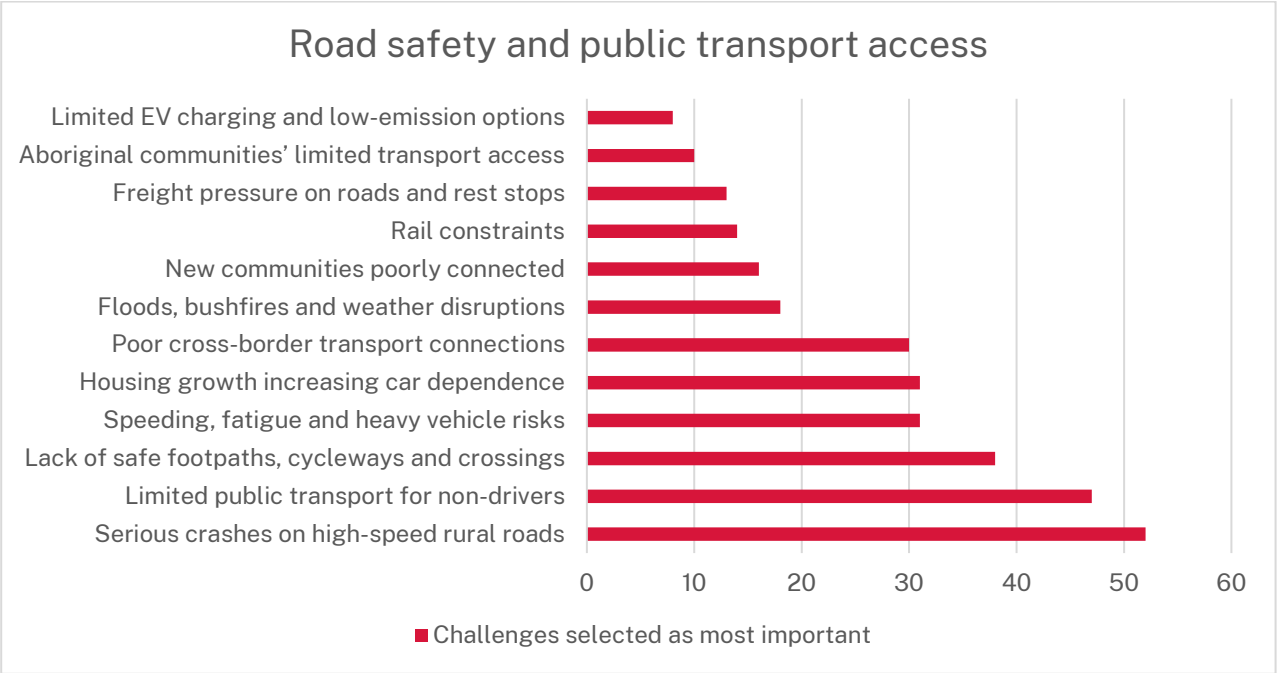
Family riding bikes in Wagga Wagga © Destination NSW

8.4 Priority challenges

We asked survey respondents which of the challenges identified in the Draft Plan were most important for the Riverina Murray. Respondents were asked to select up to three options from the list.

Among the 116 respondents who answered this question, the most frequently selected challenges were:

- serious crashes concentrated on high-speed rural roads and key freight routes, particularly near towns and regional centres (52 respondents, 44.8 per cent)
- limited public transport choices for non-drivers, older people and people living in smaller centres and rural areas (47 respondents, 40.5 per cent)
- a lack of safe footpaths, cycleways, kerb ramps and crossings (38 respondents, 32.8 per cent)
- speeding, fatigue and heavy vehicle risks (equal fourth, 31 respondents, 26.7 per cent)
- housing growth without coordinated transport investment (equal fourth, 31 respondents, 26.7 per cent).



This aligns with the other feedback received, in which safety, public transport, active transport and cross-border connections were key priorities.

Initiatives for the region have been identified to address the region's challenges and to leverage current and future opportunities.

Key transport improvements for consideration:

The following improvements were identified through community and stakeholder feedback. They represent requests and suggestions for consideration and should not be interpreted as confirmed or funded delivery commitments.

- Grade separation at the Hume Highway intersections with Tynan Road and Burma Road at Table Top
- Safety upgrades at intersections and high-risk sections of high-speed rural roads

- Improved rail services and new day-return public transport services to regional cities
- Improved local bus, on-demand and community transport services
- Cross-border public transport and ticketing integration with Victoria
- Safe and connected walking and cycling routes in town centres
- Transport planning that keeps pace with housing growth in Albury, Wagga Wagga, Griffith and Moama
- Upgrade or replacement of critical bridges, including Murray River crossings and the Gobbagombalin Bridge
- Heavy vehicle alternate routes, bypasses and rest areas
- Sustainable funding for local roads and bridges that carry the freight task
- Maintaining local access and emergency response during and after upgrades
- Aboriginal transport needs and co-designed local Aboriginal transport plans.

9. Thank you

The final Plan for the Riverina Murray has been shaped by extensive engagement with stakeholders and the broader community in the region.

We would like to thank everyone who has provided feedback, whether via a map pin, a survey response, at a pop-up event, or by formal submission. We heard about a wide range of transport-related issues, and your insights have helped us better understand the region, as well as the challenges, needs and opportunities for communities in the Riverina Murray.

The final Plan includes 40 short-term and 11 medium-term initiatives, as well as statewide initiatives. Some of these initiatives are already in planning, while other new priorities will require further investigation to assess their feasibility. The final Plan outlines governance, funding and progress reporting arrangements to support implementation, including annual progress updates and a review every five years.

As we deliver the Plan, we will continue to work collaboratively with stakeholders and communities.

Thank you again for your ongoing involvement and interest in future transport planning.



Grape harvest at Griffith.

10. Appendices

10.1 Appendix A – Summary of targeted engagement during development of the Draft Plan

Early engagement during the development of the Draft Plan took place between October 2024 and May 2026. The Have Your Say figures reported in the published Early Engagement Report cover the period from October 2024 to July 2026.

A summary of key engagement measures is provided below, with full details in the published Early Engagement Report.

Measure	Number
Interactive map pins received through the Have Your Say	555
Written submissions	21
Meetings and briefings	More than 12
Regional locations visited	7
Council workshops	3 (two in person and one online)

10.2 Appendix B – Media release opening community consultation on the Draft Plan

OFFICIAL



Jenny Aitchison
Minister for Roads
Minister for Regional Transport

Media Release
Have your say and help us shape the future of Transport in the Riverina Murray

Tuesday, 28 July 2026

People who live, work or visit the Riverina and Murray are being invited to help shape the region's transport future, with the Minns Labor Government today releasing a draft 20-year blueprint for roads, public transport and freight.

The draft Riverina Murray Strategic Regional Integrated Transport Plan sets out a long-term vision for the region, identifying 51 potential short, medium and long-term initiatives designed to improve safety, connectivity and transport choice while supporting future population growth and changing community needs.

For the first time in more than a decade, Riverina and Murray communities can help shape a single integrated transport plan for their region.

The draft Plan has been informed by more than 550 pieces of community feedback and over 20 written submissions. Developed in consultation with local councils, Members of Parliament and community groups, it builds on previous planning work and is now being released for broader community feedback.

The Riverina Murray SRTIP is one of nine plans being developed across regional NSW as part of the Minns Government's commitment to improving transport infrastructure and services across the state.

Key directions of the draft Plan include:

- improving access to jobs, education, healthcare, recreation and Country for Aboriginal communities
- enhancing access to local, regional, metropolitan and cross-border destinations
- upgrading transport networks and improving services to support future growth
- improving freight efficiency and productivity
- creating a safer and more resilient road network.

The Minns Government is now calling on the community to have their say.

Community members can view the draft SRITP and provide feedback until 11:59pm Friday 11 September by visiting <https://www.haveyoursay.nsw.gov.au/sritp/riverina-murray>. A community survey has been designed to make it easy to provide feedback on key themes and initiatives proposed in the plan.

More detailed submissions are also welcome and can be sent to engage.sritps@transport.nsw.gov.au or posted to PO Box 484, Wagga Wagga NSW 2650.

Riverina Murray

Strategic Regional Integrated Transport Plan

Final engagement report

October 2026

ISBN 978-1-923242-12-8

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Transport for NSW
231 Elizabeth Street
Sydney NSW 2000