



**LATE ATTACHMENTS TO REPORTS OF THE BLAYNEY SHIRE COUNCIL
MEETING
HELD ON TUESDAY 16 DECEMBER 2025**

**17 Central West and Orana Strategic Regional Integrated
Transport Plan**

Attachment 1: Submission to the Draft Central West and
Orana Strategic Transport Plan..... 1



Blayney Shire Council

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Our ref: RD.AD.1

Submission to the Draft Central West & Orana Strategic Transport Plan

Blayney Shire Council welcomes the opportunity to provide feedback into the Draft Central West and Orana Strategic Transport Plan.

Council strongly supports the development of a coordinated, safe, resilient and future-focused transport network for our region.

Our submission highlights several priority issues and opportunities critical to the economic, social and freight-mobility needs to Blayney Shire and the broader Central West region.

1. Blayney Heavy Vehicle Detour – Strategic Freight and Network Resilience Priority

Identified Detour Route

Council has investigated and mapped a viable corridor from:

- Mid-Western Hwy near Guyong Road to Millthorpe Road (near the Browns Creek Rd intersection and north of Nestle factory) Blayney; and
- From north of Nestle Blayney to the Mid-Western Hwy (near the Lucks Lane intersection and East of the Blayney Waste Facility).

This alignment provides a practical heavy vehicle detour option that would remove non-local heavy vehicles from the town centre and Adelaide Street, whilst ensuring the Blayney township is close by to attract visitation and through traffic should they choose.

Addressing the Adelaide Street Rail Crossing Vulnerability & Risk

The current freight movements are constrained by the Adelaide Street rail level crossing, which presents a considerable risk point for the network.

Any incident, blockage, rail malfunction or collision at this crossing immediately severs east-west vehicle access through Blayney and onto connecting areas. Essential services, emergency response, freight logistics, commuter traffic and Council's own depot have no viable alternate route.

A dedicated heavy-vehicle detour provides a critical redundancy, ensuring network continuity during disruptions and improving overall regional freight reliability.

Required NSW Government Action

Blayney Shire seeks from the NSW Government / Transport for NSW to:

- Prioritise detailed design, feasibility assessment and cost estimation of Councils identified detour route.
- Commence early land acquisition and corridor protection to avoid future development conflicts.
- Recognise the detour as a regional freight necessity rather than a local road upgrade.

Importance for McPhillamy's Gold Project and Future Extraction Areas

The potential commencement of McPhillamy's Gold Project at Kings Plains and a known additional resource in Mandurama (also owned by Regis Resources) would significantly increase heavy-vehicle movements (and direct impact) through and to Blayney and surrounding villages.

The proposed detour will become:

- Operationally essential for mine-related haulage and supply chains.
- A safety mitigation for increased heavy-vehicle traffic (in particular CTLX and ANL traffic) and
- A regional freight link supporting both mining and agricultural export movements.

Council urges TfNSW to treat this corridor as a priority freight infrastructure project for the Central West.

2. Millthorpe Village – 40km/h Speed Zone

Blayney Shire Council supports establishing the entire Millthorpe Village as a 40km/h zone. This priority has strong community endorsement which has been consistently demonstrated through:

- Outcomes of extensive Community Strategic Plan (CSP) engagement.
- Direct consultation with village committees, business owners, tourism operators and residents.
- Ongoing Local Traffic Forum discussions.

Millthorpe is a thriving and growing heritage village with high pedestrian volumes, narrow road geometry which prevents the installation of dedicated pedestrian pathways and mixed used environments where pedestrians and vehicles interact constantly.

A 40km/h zone would improve pedestrian safety, align with NSW movement and place principles and enhance visitor economy by reinforcing Millthorpe's walkable character.

Council requests that TfNSW provide technical support and approval pathways to enable timely implementation.

3. Newbridge Railway Station – Request for Reactivation / Stop-on-demand services

Blayney Shire Council supports reactivation and/or a stop on demand rail service to the village of Newbridge.

This request has strong community endorsement that has been consistently demonstrated through:

- Outcomes of extensive Community Strategic Plan (CSP) engagement.
- Direct consultation with village committees, business owners, tourism operators and residents

4. Continued Grant Funding – Pedestrian Safety Improvements Near Schools and Aged Care Facilities.

Safe pedestrian movement, in particular around schools and aged care facilities is critical infrastructure for regional NSW.

Council has recently coinvested together with the NSW Government into our footpath network, kerb ramps and blisters improving pedestrian safety across the entire Blayney Shire.

Blayney Shire seeks from the NSW Government / Transport for NSW:

- Provision of multi-year funding commitments for pedestrian safety improvements (co funded by Councils).
- Focus on pedestrian improvement within small villages.
- Allow fit for purpose active movement within regional NSW, removing disqualification for active movement projects where Councils cannot or do not wish to confirm to onerous shared path width requirements of Transport for NSW.
- Streamline and simplify program report and auditing requirements.
- Streamlined, improved and simplified WAD process (see next point) for pedestrian safety improvements.

5. Streamlined Works Authorisation Deed (WAD) Process for Councils

Councils across NSW continue to experience significant delays and unnecessary costs due to the complexity and duration of the current Works Authorisation Deed (WAD) approval process.

For local government these delays affect the delivery of pedestrian projects, intersection upgrades, drainage works and safety projects funded under various NSW Government grant funding.

Blayney Shire Council request that TfNSW:

1. Review the current WAD process in NSW.
2. Provide ability for local governments to enter a “minor” WAD agreement with TfNSW.
3. Cap the requirements of the independent Project Verification as these result in unnecessary and significant cost escalation with no tangible benefit.

4. Develop a simplified, tiered WAD framework, proportionate to the project risk and scale.
5. Implement standardised templates for low risk works and mechanisms for Councils who do not have an RMCC contract, to easily work on and adjoining the state network.
6. Reduce processing timeframes for approvals.
7. Provide clearer guidance, escalation pathways and support for Councils seeking to undertake a project with a state-road interface.

Council has a direct example where project verification has cost Council more than \$200k for a \$1M intersection project. Council questions the value of the contractor project verification model currently used by TfNSW who do not live in region and are charging exorbitantly for the service (hundreds of dollars per hour).

There are certainly more efficient and cost-effective ways for TfNSW to manage quality, particularly when Councils are the party undertaking the works for the wider betterment of their communities.

A more efficient WAD process can be achieved if Transport want improvement and efficiencies which will reduce project delays, improve cost certainty and accelerate the delivery of important and needed essential safety upgrades across NSW.

6. Increased and improved train connectivity

- Councils seek to identify the need for increased and improved train timetables for regional NSW, specifically for the Central West at least one Sydney bound morning service(s) through Blayney Shire in the morning (am).
- Council is informed there is a proposal to use the endeavour fleet to run trains from both Parkes and Dubbo through Blayney Shire to Lithgow. Council notes and supports the proposal from the Bathurst Regional Transport Group.
- Extending the Sydney Trains network to Orange, which at present is limited to Bathurst.
- Support strongly the extension of the Bathurst Bullet services to and from Orange.
- The Opal card be accepted as far as Orange.
- As Orange is the junction of the Main Western and railway to Perth via Broken Hill, Council seeks investigation of the electrification of the Main Western Railway from Bowenfels to Orange.
This would reinforce the extent of the Sydney trains network to the Central West and allow the inter-urban fleet to provide a basic electric service to Sydney and the new Western International Airport by interchanging with the Metro from St Marys.

7. Increased and improved bus connections

Council highlights there is need for a weekly bus service through villages to Blayney and return a few hours later (Council understands such a service is undertaken in Mid-Western Regional Council LGA from Mudgee to their villages twice a week).

8. Improved overtaking opportunities

Councils seek a strategic plan for overtaking lanes across the region on the TfNSW network. In particular Council highlights the need for overtaking lanes at the following locations:

- Between Millthorpe and Blayney,
- Between Blayney and Cowra (both ways),
- Eastbound climbing lane from the Evans Plains Creek bridge on the Mitchell Highway near Dunkeld Road intersection to join to the existing climbing lane further up the hill towards Bathurst.

9. Identified specific road improvements

- Seeks high priority is given to the planning of second bridge over the Lachlan River in Cowra as part of a future bypass.
- The existing junction of main roads from Young, Yass and Canowindra with the Mid-Western Highway is dangerous and congested.
- Cowra Council has recently expressed help to identify a second crossing of the river to alleviate the short comings of the low-level timber structure.
- Consideration should be given to a new road linking the intersection of Lachlan Valley Way from Boorowa and the Mid-Western Highway to Redfern Street (Canowindra Road).
This would alleviate the present dog leg of Redfern Street / Lachlan Street at the traffic lights. This could then form a part of a future bypass around the CBD to the north and rejoin the highway near the railway crossing on the north-eastern edge of the township.
- Priority should be given to re-configuring the current intersection of Northern Distributor Road with the Mitchell Highway so the Distributor Road becomes the Highway around Orange (as was the original RTA identified route) of change the intersection to a roundabout (with the stonewall - Orange in the middle).

Conclusion

Blayney Shire Council thanks Transport for NSW for the opportunity to provide feedback into the Central West and Orana Strategic Transport Plan and is happy to discuss any aspect of the submission further.

Yours Sincerely,

Mark Dicker
General Manager