

Key	Project	Timing	Resource	Responsibility	Progress	
					2019	2021
ILU: Integrated Land Use						
ILU1: Regional planning for economic development						
ILU1.1	Prioritise the role of freight and logistics hubs.	Ongoing	City Strategy	Council DPE		Progressing as part of the Bomen Special Activation Precinct Master Plan. The SAP Master Plan is anticipated to be adopted in the coming weeks with the delivery plan exhibited in the next few months.
ILU1.2	Preserve freight transit corridors.	Ongoing	City Strategy	Council DPE	Council is preparing a report to submit to TfNSW requesting that they consider preserving freight corridors.	The adoption of the Wagga Wagga Local Strategic Planning Statement - Wagga Wagga 2040 has provided an option for a bypass to the south of the city with residential sprawl being discouraged to further protect this corridor. Council has worked closely with TNSW in the development of the Wagga Wagga Place Plan to reinforce and identify key transit corridors.
ILU1.3	Grow the social and economic links between regional cities, smaller towns and villages to make access to new markets easier and to drive sustainable economic growth.	Ongoing	City Strategy	Council DPE Adjoining LGAs REROC / JOC	Council is continuing to discuss with TfNSW an opportunity to develop a train link between Albury /Wagga.	A workshop with TfNSW is scheduled for 19 April 2021 to discuss the WW Place Plan in anticipation for it's exhibition. The details of the plan will provide further details relevant to this action.
ILU1.4	Become a smart city by integrating technology with public transport, roads and related infrastructure and parking.	Medium Term (Year 6)	City Strategy	Council Adjoining LGAs	Council is working with TfNSW to discuss long term options of capitalising on available technology options to improve public transport.	A workshop with TfNSW is scheduled for 19 April 2021 to discuss the WW Place Plan in anticipation for it's exhibition. The details of the plan will provide further details relevant to this action.
ILU1.5	Develop policies that stimulate the private sector, in collaboration with the city, to make the necessary investment.	Ongoing	City Strategy	Council Business Chamber C4W WIB HIA	This requires collaboration to develop policies.	Council is working in collaboration with key industry and business stakeholders to provide support and stimulus to the local economy. A new initiative to develop a Regional Economic Development Strategy has commenced and will be developed in consultation with key stakeholders.

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ILU2: Strategic planning						
ILU2.1	Encourage residential development based upon activity and transport corridors.	Ongoing	City Strategy	Council DPE TfNSW Industry	Council is to prepare Structure Plans that plan for intensification of residential development along key transport corridors.	The adoption of the Wagga Wagga Local Strategic Planning Statement - Wagga Wagga 2040 has identified opportunities for urban renewal in key locations along transport corridors.
ILU2.2	Ensure that future residential growth is connected to sufficient road networks to minimise congestion on key corridors.	Ongoing	City Strategy Operations	Council Industry	Council is to prepare Structure Plans that plan for intensification of residential development along key transport corridors.	Road Network Structure Plans exist for new residential growth areas such as Lloyd, Gobbagombalin, Estella and Boorooma that prevent direct residential access to key corridors as well as control the location of new intersections on key corridors to assist with the minimisation of congestion Future consideration of new development or significant infill areas will require assessment of, and planning for, key network connectivity.
ILU2.3	Ensure that pedestrians and active travel modes are a priority in all future infill and greenfield development.	Ongoing	City Strategy Operations Development Services	Council Industry	The revision of the pedestrian access and mobility plan is currently behind schedule.	Footpaths in infill and greenfield development are constructed as required by Councils Engineering Guidleines for Subdivisions & Developments Future consideration of new development or significant infill areas will require assessment of, and planning for, key network connectivity.
ILU2.4	Ensure that private vehicles are not the only form of transport to be connected in Wagga Wagga.	Ongoing	City Strategy	Council TfNSW RMS Transport Operators	An UBER Trial is currently underway and discussions are continuing to improve bus usage.	Improvements to the bus network & construction of the Active Travel Plan is increasing transport options.Uber is currently operating in Wagga.
ILU2.5	Ensure key sites and corridors are preserved for density where appropriate.	Ongoing	City Strategy	Council DPE Industry	Council is to prepare Structure Plan that plan for intensification of residential development along key transport corridors.	The adoption of the Wagga Wagga Local Strategic Planning Statement - Wagga Wagga 2040 has identified opportunities for urban renewal in key locations along transport corridors.

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ILU3: Northern growth area						
ILU3.1	Assess the infrastructure requirements needed to meet future needs.	Ongoing	Operations	Council TfNSW RMS Industry	Council is currently preparing a Northern Growth Structure Plan to determine growth opportunities and infrastructure requirements. It is anticipated that this will be completed in the coming months.	Road Network Structure Plans exist for the Northern Growth Area and are being adhered to as development progresses. The type of intersection upgrades and timing for works is currently being reviewed. A further review and planning for transport networks will be a consideration of the new Northern Growth Structure currently under investigation.
ILU3.2	Prepare a northern growth area structure plan.	Short term (Year 1)	City Strategy	Industry	Council is currently preparing a Northern Growth Structure Plan. It is anticipated that this will be completed in the coming months.	Structure Plans for the suburbs of Boorooma, Estella and Gobbagombalin (the Northern Growth Area) have been completed. A new Northern Growth Structure Plan is currently being prepared.
ILU3.3	Initiate detailed design plans for and implement construction of Farrer Road improvement.	Short term (Year 1 - design) (Year 3 -	Operations	Council	The detailed design has commenced.	Farrer Road improvement has been completed.
ILU3.4	Review layout of key routes and intersections in the northern growth area to ensure stable functionality now and into the future. These routes include Pine Gully Road, Farrer Road, Estella Road and	Short term (Year 1)	Operations	Council	Council is currently preparing a Northern Growth Structure Plan that considers key routes and intersections. It is anticipated that this will be completed in the coming months.	Council is in the process of updating its baseline traffic model to reflect current conditions and using it to forecast the timely sequencing of improvement works on the routes identified to ensure stable functionality is maintained.
ILU3.5	Improve intersections with the Olympic Highway in collaboration with RMS. Particularly the intersection of Old Narrandera Road and the Olympic Highway.	Short term (Year 1 - investigate preferred option) (Construction dependent on RMS funding)	RMS	Council RMS	Council is continuing to work with RMS.	Transport for NSW have determined that the preferred option to improve Olympic Highway intersections either side of the Gobbagombalin Bridge is to install traffic signals at the Old Narrandera Road and Travers Street intersections. Council will continue to liaise with TNSW to promote long term facilities that support future growth and deliver positive outcomes for the community.

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ILU3.6	Integrate northern growth area with the sub-arterial network.	Ongoing	City Strategy Operations	Council	Council is currently preparing a Northern Growth Structure Plan to consider the road network in collaboration with TfNSW.	The sub-arterial network is Old Narrarandera Road, Boorooma Street and Farrer Road. The upgrade of Farrer Road has been completed, improvements to the Old Narrarandera Road between the Olympic Highway and Pine Gully Road are proposed in 2021/22 and the timing for Boorooma Street upgrade works is being reviewed at present.
ILU3.7	Lobby and negotiate for duplication of Gobbagombalin Bridge.	Ongoing	City Strategy	TfNSW RMS	This is a long term and ongoing project.	Council will continue to promote long term planning for this critical link and monitor outcomes as changes are implemented and growth in the northern areas continues.
ILU4: CBD precinct						
ILU4.1	Prepare a CBD structure plan that promotes the viability and longevity of the core.	Short term (Year 1)	City Strategy	Council	Council has prepared a CBD Master Plan brief to commence the project. Council anticipates engaging a consultant in the later half of 2019.	Council has prepared a CBD Master Plan brief to commence the project. Council anticipates engaging a consultant in the first half of 2021.
ILU4.2	Investigate streets within the CBD area (both core and frame) for "road diets" so that excess road space can be allocated to separated cycle ways and improve pedestrian crossing capability.	Short term (Year 1)	Operations	Council RMS	Council has prepared a CBD Master Plan brief to commence the project. Council anticipates engaging a consultant in the later half of 2019.	Roads within the CBD area with excess width to enable on-street cycle lanes to be line marked and pedestrian refuges to be installed to improve pedestrian crossing points will be investigated over the next six months with a report to be presented to Council for consideration late in 2021.
ILU4.3	Review the operation/design of roundabouts within the CBD area (both core and frame) for improved safety for cyclists and pedestrians.	Short term (Year 1)	Operations	Council	Council has prepared a CBD Master Plan brief to commence the project. Council anticipates engaging a consultant in the later half of 2019.	Improvements will be made to the roundabouts along Morgan Street as part of the current implementation of the Active Travel Plan. The review of the remaining roundabouts on Best, Trail, Peter, Fitzmaurice, Tarcutta and Forsyth Streets will be completed over the remainder of the 2021 calendar year.
ILU5: Health Precinct						
ILU5.1	Prepare a structure plan for health precinct.	Short term (Year 2)	City Strategy	Council Health	A draft Health Precinct Structure Plan has been prepared. It is anticipated the final plan will be adopted in the coming months.	The development of the Health and Knowledge Precinct Master Plan has been completed.

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ILU5.2	Intensify the clustering of education and health enterprises and improve coordination of activities.	Short term (Year 3)	City Strategy	Council Health	A draft Health Precinct Structure Plan has been prepared. It is anticipated the final plan will be adopted in the coming months.	A Health and Knowledge Precinct Structure Plan has been prepared identifying clustering of education and health enterprises.
ILU5.3	Prepare a health precinct car parking hierarchy.	Short term (Year 2)	Operations	Council Health	A draft Health Precinct Structure Plan has been prepared. It is anticipated the final plan will be adopted in the coming months.	Identification of the current on-street carparking quantities and hierarchy will be presented at a Council workshop planned for the 19th April 2021.
ILU5.4	Improve walking and cycling access to, from and within the health precinct.	Ongoing	City Strategy	Council Health	A draft Health Precinct Structure Plan has been prepared. It is anticipated the final plan will be adopted in the coming months.	The implementation of the Active Travel Plan will improve and provide additional access.
ILU5.5	Improve intersections with Sturt Highway between Dobney Avenue and Brookong Avenue.	Medium term	Operations	Council RMS	TfNSW is currently progressing with this project.	Intersection improvements at the Docker Street and Murray Street intersections with the Sturt Highway will be undertaken by TfNSW as part of the Hospital Redevelopment works.
PK: Parking						
PK1: Parking area classification scheme and hierarchy						
PK1.1	Implement and maintain a parking area classification scheme and hierarchy.	Short term (Year 1)	Operations	Council RMS	This project is currently behind schedule.	Council has prepared a CBD Master Plan brief to commence the project. Council anticipates engaging a consultant in the first half of 2021. Consideration of parking will form part of this project.
PK1.2	Identify parking sites within core of the city for alternate mixed use opportunities.	Short term (Year 2)	City Strategy	Council	Council has prepared a CBD Master Plan brief to commence the project. Council anticipates engaging a consultant in the later	Council has prepared a CBD Master Plan brief to commence the project. Council anticipates engaging a consultant in the first half of 2021.
PK1.3	Identify suitable locations for multistorey car parks to feed activity to the CBD core.	Short term (Year 2)	City Strategy	Council	Council has prepared a CBD Master Plan brief to commence the project. Council anticipates engaging a consultant in the later	Council has prepared a CBD Master Plan brief to commence the project. Council anticipates engaging a consultant in the first half of 2021.
PK1.4	Implement the principles of the car parking hierarchy within the DCP.	Short term (Year 2)	City Strategy	Council	The DCP rewrite is currently underway and will include car parking hierarchy principles.	Council has prepared a CBD Master Plan brief to commence the project. Council anticipates engaging a consultant in the first half of 2021.

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PK1.5	Investigate conversion of parallel parking to angle parking in appropriate areas.	Short term (Year 2 - Investigate) Medium Term (Implement)	Operations	Council	This is currently behind schedule.	Of the seven streets specifically identified for conversion of parallel parking to angle parking, only Blake Street has been investigated to date. Conversion of Blake Street will yield an additional 22 on-street car parks. All other streets identified in the Strategy for conversion are 4 Lane / 2 way streets that will require loss of travel lanes to convert to angle parking. Traffic modelling of the effects of losing travel lanes will need to be undertaken before conversion is calculated. Modelling will be scheduled over the next 9 months.
PK2: Supply of off-street parking						
PK2.1	Discourage over supply of off-street parking.	Ongoing	City Strategy Development Services	Council	The DCP rewrite is currently underway and will consider provisions for off-street parking.	This action will be a key consideration of the CBD Masterplan project, anticipated to commence in first half of 2021.
PK2.2	Rationalise car parking within the CBD (both core and frame), encourage conversion of street level public car spaces to be converted to commercial uses utilising air space for mixed use development.	Medium term	City Strategy Operations	Council	Council has prepared a CBD Master Plan brief to commence the project. Council anticipates engaging a consultant in the later half of 2019.	This action will be a key consideration of the CBD Masterplan project, anticipated to commence in first half of 2021.
PK2.3	Enter public-private partnerships for multi-story car parking within walking distance of high employment areas or long stay areas.	Medium term	City Strategy	Council Industry	Council has prepared a CBD Master Plan brief to commence the project. Council anticipates engaging a consultant in the later half of 2019.	The development of a CBD parking strategy will be incorporated in the CBD Masterplan project.
PK2.4	Ensure that appropriate traffic movement and short stay parking is provided in high pedestrian activity and short turnover areas within the CBD.	Ongoing	City Strategy Operations Compliance	Council	The revision of the pedestrian access and mobility plan is currently behind schedule.	This action will be a key consideration of the CBD Masterplan project, anticipated to commence in first half of 2021.
PK2.5	Improve off-street parking access and lighting.	Short term (Year 4 - Design Year 5 - Construct)	Operations	Council	This project is currently behind schedule.	Work has not commenced on this project. The project has been included in the 2021/22 draft Operational Plan

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PK3: Capacity of off-street parking						
PK3.1	Ensure off-street parking accommodates needs triggered by large employment generators outside of the CBD	Ongoing	City Strategy Development Services	Council	Council has prepared a CBD Master Plan brief to commence the project. Council anticipates engaging a consultant in the later	This action will be a key consideration of the CBD Masterplan project, anticipated to commence in first half of 2021.
PK3.2	Manage on-street parking regulations to limit long stay parking.	Ongoing	Operations Compliance	Council	Council has prepared a CBD Master Plan brief to commence the project. Council anticipates engaging a consultant in the later half of 2019.	Long stay on-street parking within the CBD core and frame is currently considered as part of business requests for changed parking limits via the Local Traffic Committee. The development of a CBD parking strategy will be incorporated in the CBD Masterplan project.
PK3.3	Ensure sufficient accessible parking for customers and visitors.	Ongoing	Community Operations	Council	Council has prepared a CBD Master Plan brief to commence the project. Council anticipates engaging a consultant in the later half of 2019.	With the exception of the Barrand Lane Off-Street carparks, all other Council owned Off-Street car parks contain accessible parking for people with disabilities and/or MPS holders. The development of a CBD parking strategy will be incorporated in the CBD Masterplan project.
PK4: Short stay parking						
PK4.1	Ensure sufficient turnover of short stay parking through time regulation enforcement.	Ongoing	Compliance	Council	This will be ongoing.	This will be ongoing.
PK4.2	Short stay parking to be implemented within CBD core where walking and/or cycling are practical.	Short term (Year 3 - Investigate Year 4 - Implement)	Operations	Council	Council has prepared a CBD Master Plan brief to commence the project. Council anticipates engaging a consultant in the later half of 2019.	On-Street parking in the CBD core is predominately short stay (2P). End-of-trip facilities for cycling are currently under construction. The development of a CBD parking strategy will be incorporated in the CBD Masterplan project.
PK4.3	Short stay parking to be implemented in CBD frame where destinations that have high turnover occur.	Short term (Year 3 - Investigate Year 4 - Implement)	Operations	Council	Link with CBD structure plan	Short stay parking in the CBD frame occurs on demand by requests from business operators via the Local Traffic Committee for advice to the Council for determination

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PK4.4	Short stay parking in the CBD core and centres to provide parking for consumers and off-street long term parking to provide parking for employees.	Short term (Year 5)	Operations	Council	Council has prepared a CBD Master Plan brief to commence the project. Council anticipates engaging a consultant in the later half of 2019.	On-Street parking in the CBD core is predominately short stay (2P). The majority of Off-Street parking is still restricted parking. The development of a CBD parking strategy will be incorporated in the CBD Masterplan project.
PK5: Specialty parking						
PK5.1	Provide adequate specialty parking such as loading zones, bus stops, taxi ranks, car share schemes or parking for people with disabilities.	Short term (Year 3 - Investigate and Design Year 4 - Implement)	Operations	Council	TfNSW are currently undertaking a pilot project for Wagga Wagga that will consider specialty parking.	The review and implementation of specialty parking within the CBD core and frame has been completed. Requests for additional specialty parking are considered by the Local Traffic Committee and presented to the Council on a case by case basis. This action will be a key consideration of the CBD Masterplan project, anticipated to commence in first half of 2021.
PK5.2	Investigate opportunities to enable taxis and community transport shuttle services to utilise loading areas.	Short Term Year 1)	Operations	Council TfNSW	TfNSW are currently undertaking a pilot project for Wagga Wagga that will consider loading areas.	Complete.
PK5.3	Implement specialty parking requirements within the DCP.	Short term (Year 2)	City Strategy	Council	The DCP rewrite is currently underway and will consider provisions for off-street parking.	Awaiting the release of the NSW DCP template to review the Wagga Wagga DCP and incorporate specialty parking requirements. The development of a CBD parking strategy will be incorporated in the CBD Masterplan project.
FT: Freight and logistics						
FT1: Freight movements						
FT1.1	Investigate (in conjunction with RMS) an alternate heavy vehicle route from the Sturt Highway to the Olympic Highway and review heavy vehicle current usage of existing northern infrastructure.	Medium term	City Strategy RMS TfNSW	RMS	Council is currently being considered as an investigation pilot project for an alternate heavy vehicle route.	Currently working with Transport for NSW on a corridor strategy plan – Place Plan.

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FT3.1	Facilitate a freight interchange facility in a strategic location.	Short term	City Strategy	Industry	As part of the TfNSW 2056 Strategy, Wagga Wagga has been identified as a pilot project. RMS, TfNSW, DPE & Council will work together to develop a place plan for the city with the identification of suitable places for a freight interchange as a key	The Riverina Intermodal Transport Facility is currently under construction.
FT3.2	Facilitate an interchange facility/fatigue management centre with services such as food, beverages, fuel and charging station.	Short term	City Strategy	Industry	This project will need private industry investment and development.	Potential sites have been identified within the Special Activation Precinct. Currently working with the Regional Development Growth Corporation on suitable investment and development.
RN: Road Network						
RN1: Road hierarchy						
RN1.1	Implement the road hierarchy plan that correlates with major traffic movements.	Short term (Year 1)	City Strategy Operations	Council RMS	A road hierarchy has been submitted to TfNSW.	A submission to change the road hierarchy for the Regional Road network to reflect that proposed on Figure 9 has been made as part of the State Governments NSW Road Classification Review and Regional Road Transfer project.
RN1.2	Link the sub-arterial network.	Short term (Year 1)	City Strategy Operations	Council RMS	A road hierarchy has been submitted to TfNSW.	The linking of the sub-arterial network has been completed following the realignment of Eunony Bridge Road with Byrnes Road, construction of Merino Road between the Olympic Highway and Byrnes Road and the upgrade of Farrer Road.
RN1.3	Remove inappropriate freight movements from local roads.	Ongoing	City Strategy Operations	Council RMS	Council is currently being considered as an investigation pilot project for an alternate heavy vehicle route.	Inappropriate freight movements on local roads are considered on a case by case basis via the Local Traffic Committee with a report presented to Council for determination.
RN1.4	Prioritise people above road traffic in high pedestrian activity areas.	Medium	City Strategy Operations	Council RMS	The review of the pedestrian access and mobility plan is currently behind schedule.	This is a medium term project. 40km/h High Pedestrian Zones are an option to be considered for Baylis and Fitmaurice Streets.

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RN1.5	Work with RMS to improve intersections along arterial roads.	Ongoing	City Strategy Operations	Council RMS	The review of the pedestrian access and mobility plan is currently behind schedule.	TfNSW are proposing improvements to the Murray and Docker Street intersections on the Sturt highway over the next 18 months as well as improvements to the Travers and old Narrandera Road intersections on the Olympic Highway over the next 2-3 years.

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RN2: Corridor planning						
RN2.1	Implement the road hierarchy plan to ensure that major road corridors provide for functional and efficient movement of traffic.	Short term (Year 1)	City Strategy Operations	Council RMS	This has been included in the contributions plan.	A submission to change the road hierarchy for the Regional Road network to reflect that proposed on Figure 9 has been made as part of the State Governments NSW Road Classification Review and Regional Road Transfer project.
RN2.2	Review the layout of key routes and analyse options for improved functionality, particularly the Glenfield Road/Pearson Street corridor, Docker/Gurwood Street Corridor and Tarcutta Street.	Short term (Year 1 - Investigate) Short to Medium term (Construct options as funds permit)	Operations	Operations RMS	A revised road hierarchy option considering the functionality of Glenfield Road / Pearson Street Corridor, Docker / Gurwood Street Corridor and Tarcutta Street has been submitted to TfNSW.	A revised road hierarchy option considering the functionality of Glenfield Road / Pearson Street Corridor, Docker / Gurwood Street Corridor and Tarcutta Street has been submitted to TfNSW. The WW Place Plan will consider key road corridors and routes. This is pending release and exhibition from TNSW.
RN2.3	Enter into negotiations with RMS to transfer regional road status from Bourke Street to Glenfield Road/Pearson Street corridor.	Short term	City Strategy Operations	Council RMS	This has been included in the contributions plan.	This action has been included in Councils application to the State Governments NSW Road Classification Review and Regional Road Transfer project.
RN2.4	Improve Red Hill Road to sub-arterial standard to accommodate future growth south of the Murrumbidgee River.	Medium term	Operations	Council RMS	This has been included in the contributions plan.	This is a medium term project that is Included in the LTFP and LICP.
RN2.5	Liaise with RMS to ensure that State operated roads are managed to provide the best outcome for the city (particularly the Olympic and Sturt Highways with regard to intersection treatments).	Ongoing	Operations	Council RMS	This has been included in the contributions plan.	Council is consulting with TNSW to identify key corridors and long term priorities. This will be further reviewed and confirmed in the WW Place Plan pending upcoming release.
RN3: Network efficiency						
RN3.1	Implement an efficient road network.	Ongoing	City Strategy Operations	Council RMS	This will be an ongoing project with continual monitoring of the road network level of service.	This will be an ongoing project with continual monitoring of the road network level of service.

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RN3.2	Liaise with RMS to ensure that State operated roads are managed to provide the best outcome for the city (particularly with respect to traffic lights on the Sturt	Ongoing	Operations	Council RMS	This will be ongoing.	Council is consulting with TNSW to identify key corridors and long term priorities. This will be further reviewed and confirmed in the WW Place Plan pending upcoming release.
RN3.3	Investigate improvement measures and develop a sequential program of works to improve road network efficiencies now and into the future.	Year 1 only	Operations	Council RMS	This will be ongoing.	Council is in the process of updating its baseline traffic model to reflect current conditions and will be using it to forecast the timely sequencing of improvement works and the optimum upgrade scenario.
RN3.4	Investigate opportunities to make short car trips less attractive than other modes of transport.	Ongoing	City Strategy Operations	Council	This project requires implementation of structure planning and the rewrite of the DCP.	Council has been working with TNSW to review and implement new public transport routes across the City. This includes shorter bus routes and on demand services. Complimenting this is the ongoing implementation of the Active Travel Plan including end of trip facilities under construction
RN4: Street design						
RN4.1	Develop street design initiatives that reflect and support specific road	Short term (Year 3)	City Strategy	Council	This is currently behind schedule.	This action is still pending given other priorities in this plan.
RN4.2	Investigate the introduction of a “shared zone” within the CBD core as part of the CBD Master Plan.	Medium term	City Strategy	Council	Council has prepared a CBD Master Plan brief to commence the project. Council anticipates engaging a consultant in the later half of 2019.	This action will be a key consideration of the CBD Masterplan project, anticipated to commence in first half of 2021.
RN4.3	Investigate streets within the urban area for “road diets”, so that excess road space can be allocated to separated cycleways and improve pedestrian crossing capability. Particularly review the function of Bourke Street to align with the Active Travel Plan.	Short term (Year 1)	Operations	Council		Roads within the CBD area with excess width to enable on-street cycle lanes to be line marked and pedestrian refuges to be installed to improve pedestrian crossing points will be investigated over the next six months with a report to be presented to Council for consideration late in 2021. This action will be a key consideration of the CBD Masterplan project, anticipated to commence in first half of 2021.

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RN4.4	Review the operation/design of roundabouts within the urban area for improved safety for cyclists and pedestrians.	Medium term (Year 4)	Operations	Council	This is currently behind schedule.	This is a medium term project. Roundabouts on the Active Travel routes are current being considered.
AT: Active Travel						
AT1: Cycling						
AT1.1	Identify a legible, connected and accessible layered network of cycle facilities.	Short term (Year 1)	City Strategy	Council Industry	The Active Travel network has been designed and consultation has been undertaken.	The Active Travel network Stage 1 and Stage 2 are being implemented across the City.
AT1.2	Implement cycle link to north of city, which serves northern growth area and university.	Short term (Year 2 - Design Year 4 -	City Strategy	Council Industry	The Active Travel network has been designed and consultation has been undertaken.	The Active Travel network Stage 1 and Stage 2 are being implemented across the City.
AT1.3	Implement commuter link along rail corridor from CBD to Forest Hill.	Short term (Year 2 - Design Year 4 -	City Strategy	Council Industry	The Active Travel network has been designed and consultation has been undertaken.	The Active Travel network Stage 1 and Stage 2 are being implemented across the City.
AT1.4	Design and construct southern cycle routes to CBD.	Medium term (Year 3 - Design Year 4 -	City Strategy	Council Industry	The Active Travel network has been designed and consultation has been undertaken.	The Active Travel network Stage 1 and Stage 2 are being implemented across the City.
AT1.5	Investigate cycle route to Bomen from residential precincts to link in with preferred active transport corridors.	Medium term	City Strategy	Council Industry	The Active Travel network has been designed and consultation has been undertaken.	Consideration of connectivity to Bomen SAP has been undertaken in the Wagga SAP Masterplan. Future planning and implementation will form part of the SAP works.
AT2: Pedestrian movements						
AT2.1	Prioritise pedestrian movements over other transport modes in high	Short term (Year 2)	City Strategy	Council RMS	The Active Travel network has been designed and consultation has been undertaken.	The Active Travel network Stage 1 and Stage 2 are being implemented across the City.
AT2.2	Reduce speed limit in high pedestrian activity areas.	Medium term	RMS	RMS	Council is collaborating with RMS in regards to the speed limits.	To be considered as part of the CBD Master Plan.
AT2.3	Prioritise people over vehicles, through intersection sequencing of traffic lights and traffic calming devices within Bavliss Street.	Short term (Year 2 - Trial)	Operations RMS	Operations Council	Council has prepared a CBD Master Plan brief to commence the project. Council anticipates engaging a consultant in the later half of 2019.	To be considered as part of the CBD Master Plan.
AT2.4	Introduce pedestrian only or priority area spaces within the CBD core.	Medium term	Operations	Council	Council has prepared a CBD Master Plan brief to commence the project. Council anticipates engaging a consultant in the later	To be considered as part of the CBD Master Plan.

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AT3: End of trip facilities						
AT3.1	Provide end of trip facilities at strategic locations.	Medium term	City Strategy Development Services	Council Industry	Information is provided in the Active Travel Plan Business Case and will be implemented as part	End of trip facilities are currently being constructed at Bolton Park and the Visitor Information Centre.
AT3.2	Ensure major employment destinations have access to end of trip facilities.	Medium term	Development Services	Industry	Information is provided in the Active Travel Plan Business Case and will be implemented as part	End of trip facilities are currently being constructed at Bolton Park and the Visitor Information Centre.
AT3.3	Encourage sharing or usage of end of trip facilities such as gym facilities.	Medium term	City Strategy	Industry	Information is provided in the Active Travel Plan Business Case and will be implemented as part	End of trip facilities are currently being constructed at Bolton Park and the Visitor Information Centre.
AT3.4	Implement cycling education program for users to access facilities.	Medium term	City Strategy	Council RMS	Information is provided in the Active Travel Plan Business Case and will be addressed as part of the implementation phase.	Council’s road safety officer can implement education programs.
AT3.5	Utilise smart applications to indicate where facilities are located.	Ongoing	City Strategy	Council Industry	Information is provided in the Active Travel Plan Business Case and will be addressed as part of the implementation phase.	End of trip facilities are currently being constructed at Bolton Park and the Visitor Information Centre. Once completed, facility locations can be provided on applications.
AT4: Active travel						
AT4.1	Integrate active travel within the CBD, health precinct, concentrations of employment and education.	Ongoing	City Strategy	Council	Information is provided in the Active Travel Plan Business Case and CBD Master Plan.	The Active Travel network has been designed and is currently being constructed.
AT4.2	Develop an adequate network of footpaths.	Short term	Operations	Council	Information is provided in the Active Travel Plan Business Case and will be considered as part of the review of the pedestrian access and mobility plan.	Council only allocates enough funding to construct 100m of new 1.5m footpath per annum. Footpaths in infill and greenfield development are constructed as required by Councils Engineering Guidleines for Subdivisions & Developments
AT4.3	Provide safe routes for children to walk and ride to school through introduction of wider footpaths.	Ongoing	Operations	Council	Information is provided in the Active Travel Plan Business Case and will be implemented in the routes.	The Active Travel network has been designed and is currently being constructed. Additional funding is limited.
AT4.4	Undertake a speed limit review in active travel areas.	Medium term	Operations	Council	Information is provided in the Active Travel Plan Business Case and will be addressed on implementation.	Active Travel Plan is currently being constructed allowing speed limits to be reviewed and presented to traffic committee.

Key	Project	Timing	Resource	Responsibility	Progress	
					2019	2021
AT5: Programs						
AT5.1	Use walking and cycling programs to encourage more people to use active transport.	Ongoing	Social Planning	Council	Information is provided in the Active Travel Plan Business Case and will be addressed on implementation.	The Active Travel network has been designed and is currently being constructed. Once constructed, programs will be able to be developed and implemented.
AT5.2	Implement Walking School Bus program.	Short term (Year 3)	City Strategy Schools	Schools	Information is provided in the Active Travel Plan Business Case and will be addressed on	Edcuation programs to be considered in conjunction with road safety programs
AT5.3	Implement programs to encourage cycling and walking for specific user groups.	Ongoing	RMS	TfNSW	Information is provided in the Active Travel Plan Business Case and will be addressed on	Edcuation programs to be considered in conjunction with road safety programs
AT6: Priority for people						
AT6.1	Prioritise people and pedestrian movement.	Ongoing	City Strategy	Council	Information is provided in the Active Travel Plan Business Case and will be addressed on	The Active Travel network has been designed and is currently being constructed.
AT6.2	Update the LEP and DCP to include walking facilities integrating into broader networks.	Ongoing	City Strategy	Council	Information is provided in the Active Travel Plan Business Case and will be addressed on implementation.	Further review and consideration of these provisions will be undertaken following CBD Masterplan
AT6.3	Review and update existing PAMP to reflect integrated transport strategy objectives.	Medium term	Operations Community Services	Council	The review of the pedestrian access and mobility plan is currently behind schedule.	A review of the pedestrian access and mobility plan will be undertaken following the CBD Masterplan as well as outcomes provided in the Wagga Wagga Place Plan. An application for funding to update the plan will be made in November 2021 as part of TfNSW's Active Travel program
AT6.4	Improve permeability and connectivity to and within activity centres and neighbourhoods.	Ongoing	City Strategy	Council	The review of the pedestrian access and mobility plan is currently behind schedule.	Further review of PAMP as per above comments
AT6.5	Improve crossability of major roads and roundabouts - Tarcutta Street, Koorinal Road, Lake Albert Road, Red Hill Road, Docker Street and Glenfield Road.	Short term (Year 2)	Operations	Council	The review of the pedestrian access and mobility plan is currently behind schedule.	The crossability of major roads is being improved where the Active Travel project crosses these roads. Other areas of these roads will be included in the update of the PAMP.
AT6.6	Improve and develop comfort, safety and quality of footpaths.	Medium term	Operations	Council	The review of the pedestrian access and mobility plan is currently behind schedule.	Further review of PAMP as per above comments

Key	Project	Timing	Resource	Responsibility	Progress	
					2019	2021
AT6.7	Implement quality walking treatments over quantity including establishing and maintaining tree canopies	Ongoing	Operations	Council	The review of the pedestrian access and mobility plan is currently behind schedule.	Further review of PAMP as per above comments A green canopy strategy for the City and public spaces, paths and connections is currently being developed.
AT6.8	Create a safe environment for all road users along Baylis Street and Fitzmaurice Street, including improved conditions for active and public transport.	Short term (Year 4)	Operations	Council	The review of the pedestrian access and mobility plan is currently behind schedule.	This action will be a key consideration of the CBD Masterplan project, anticipated to commence in first half of 2021.
AT6.9	Develop a program for safe school access.	Medium term	City Strategy Operations	Council Schools	The review of the pedestrian access and mobility plan is currently behind schedule.	Education programs to be considered in conjunction with road safety programs. This is a medium term project that should form part of the Road Safety officer alliance with TfNSW.
AT6.10	Increase community knowledge and connectivity of recreational walking trails, e.g. Wiradiuri Walking Track.	Medium term	Community Services	Council	Progress has not commenced. This is a medium term project.	Wiradjuri Walking track strategy is currently being developed and will include promotion and educational activities to support rollout.
PT: Public Transport						
PT1: Public transport						
PT 1.1	Review all forms of public transport to better serve the entire community.	Ongoing	Operations	TNSW	This currently being considered by TfNSW.	TNSW review has been undertaken and ongoing review with new services including on demand bus service.
PT 1.2	Review bus timetables in accordance with work, shopping, school and business hours.	Medium term	Operations	Industry	This currently being considered by TfNSW.	Trial has been conducted and actions implemented with new routes and services operating across City.
PT 1.3	Rationalise bus routes based on potential utilisation rather than coverage. More services to areas that have lower car ownership.	Medium term	Operations	Industry	This currently being considered by TfNSW.	Bus routes have been reviewed and adjusted by bus operators in consultation with TfNSW and Council.
PT 1.4	Develop an innovative transport trial that supports a flexible public transport system in collaboration with TfNSW.	Short term (Year 3)	City Strategy Operations	TNSW Council	This currently being considered by TfNSW.	TfNSW have trialled and implemented the 'Hail and Ride' option as part of the bus network. Uber taxi has also been implemented in Wagga.
PT 1.5	Investigate accessibility to and viability of public transport for villages.	Long term	City Strategy	TNSW	This currently being considered by TfNSW.	Subject to further review and consideration with TfNSW.

Key	Project	Timing	Resource	Responsibility	Progress	
					2019	2021
PT1.6	Investigate alternative public transport, including taxis and community and care group bus services, to better serve people with a disability.	Medium term	City Strategy Operations Community Services	TNSW	This has been considered as part of the Disability Inclusion Action Plan (DIAP).	This has been considered as part of the Disability Inclusion Action Plan (DIAP).
PT1.7	Develop and implement Regional Airport Master Plan, investigate the surrounding road network and protect the flight path from the impact of future residential development.	Short term (Year 3)	Commercial	Council	An application for grant funding has been submitted.	Airport Masterplan is currently being developed and strategic importance of protecting the airport provided in LSPS adopted in Feb 2021. An application for grant funding has been submitted.
PT1.8	Ensure high speed rail station is planned for Wagga Wagga.	Ongoing	City Strategy	Council	Discussions with state has occurred resulting in stakeholder engagement being arranged.	Discussions with state has occurred resulting in stakeholder engagement being arranged.
PT1.9	Improved rail and bus transport to Canberra, Melbourne and Sydney.	Ongoing	City Strategy	TfNSW	Discussions with state has occurred resulting in stakeholder engagement being arranged.	Discussions with state has occurred resulting in stakeholder engagement being arranged.
PT2: Taxi demand						
PT2.1	Investigate options to overcome taxi demand issues at peak times.	Short term (Year 3)	City Strategy Operations	Industry	An UBER Trial has commenced.	Uber is currently operating in Wagga.
PT2.2	Investigate current requirements (or restrictions) within existing legislation regarding taxi licensing and	Short term (Year 2)	City Strategy	Industry	This is currently being undertaken.	Improvements to the bus network have been undertaken.
PT2.3	Develop an innovative trial to accommodate peak demand for taxis in collaboration with TfNSW.	Short term (Year 3)	City Strategy	Industry	TfNSW are currently undertaking a project to improve taxi availability during peak times.	Further consultation and investigation required.
PT3: Transport interchange						
PT3.1	Investigate opportunity to establish a centralised public transport interchange area within the CBD to accommodate both buses and taxis as part of the CBD Master	Short term (Year 3)	City Strategy Operations	Council TfNSW	Council has prepared a CBD Master Plan brief to commence the project. Council anticipates engaging a consultant in the later half of 2019.	To be considered as part of the CBD Master Plan.
PT3.2	Develop a business case for the introduction of a centralised transport interchange within the CBD	Short term (Year 4)	City Strategy Operations Community Services	Council TfNSW	Council has prepared a CBD Master Plan brief to commence the project. Council anticipates engaging a consultant in the later	To be considered as part of the CBD Master Plan.

Key	Project	Timing	Resource	Responsibility	Progress	
					2019	2021
PT4: Bus network						
PT4.1	Investigate priorities, route planning and innovative ideas for increasing viability and function of bus network.	Short term (Year 5)	City Strategy	Council TfNSW	Council has requested that TfNSW undertake a pilot project.	TNSW review has been undertaken and ongoing review with new services including on demand bus service.
PT4.2	Review land use around key public transport routes to encourage more people to use public transport	Short term (Year 2)	City Strategy	Council TfNSW	Council has requested that TfNSW undertake a pilot project.	The adoption of the Wagga Wagga Local Strategic Planning Statement - Wagga Wagga 2040 has identified opportunities for urban renewal in key locations along transport corridors.
PT4.3	Investigate the introduction of rapid bus routes that connects the northern growth area, major shopping centres, the health precinct and the CBD with no intermediate stops.	Short term (Year 2)	City Strategy Operations	Council TfNSW Local business groups	Council has requested that TfNSW undertake a pilot project.	TNSW review has been undertaken and ongoing review with new services including on demand bus service.
PT4.4	Investigate feasibility of shuttle bus loop service along Fitzmaurice Street and Baylis Street and/or to other key locations within the CBD area.	Short term (Year 2)	City Strategy Community Services	Council TfNSW	Council has requested that TfNSW undertake a pilot project.	Options still being considered and investigated. Further review following CBD Masterplan
PT4.5	Review need for buses on rapid bus routes to travel Baylis Street/Fitzmaurice Streets, but rather travel east/west along predetermined cross streets. (Bus zones along Baylis Street/Fitzmaurice Street are eliminated thereby allowing for more specialty	Short term (Year 1)	Operations	Council TfNSW	Council has requested that TfNSW undertake a pilot project.	To be considered as part of the CBD Master Plan.
PT4.6	Ensure all new suburban release areas identify major transport routes and corridors to link efficiently with existing	Ongoing	City Strategy	Council Industry	Council has requested that TfNSW undertake a pilot project.	The LSPS - Wagga Wagga 2040 identified connectivity as a key priority for future development in new growth areas and infill development.

Key	Project	Timing	Resource	Responsibility	Progress	
					2019	2021
PT5: Event transport						
PT5.1	Investigate alternate transport modes/opportunities to and from the CBD to large events located at distance from the CBD.	Short term (Year 3)	City Strategy Operations	Industry	Work will be undertaken with event and public transport providers.	Working with TfNSW to continue pursuing on-demand services that will provide opportunities for public transport at events. Event transport has been provided at events such as the Raiders NRL game, Fusion and 2019 NSW Junior State Cup. Where practical, events have been moved to more accessible spaces such as Botanic Gardens and active travel is encouraged.
PT5.2	Provide shuttle services directly to the core of the CBD at the conclusion of major	Medium term	Event Management	Council Event Promoters	Work will be undertaken with event and public transport providers.	Event transport has been provided at events such as the Raiders NRL game, Fusion and 2019 NSW Junior State Cup.
PT5.3	Prioritise event services over car parking.	Medium term	Event Management	Council Event Promoters	Work will be undertaken with event and public transport providers.	Event transport has been provided at events such as the Raiders NRL game, Fusion and 2019 NSW Junior State Cup. Where practical, events have been moved to more accessible spaces such as Botanic Gardens and active travel is encouraged.