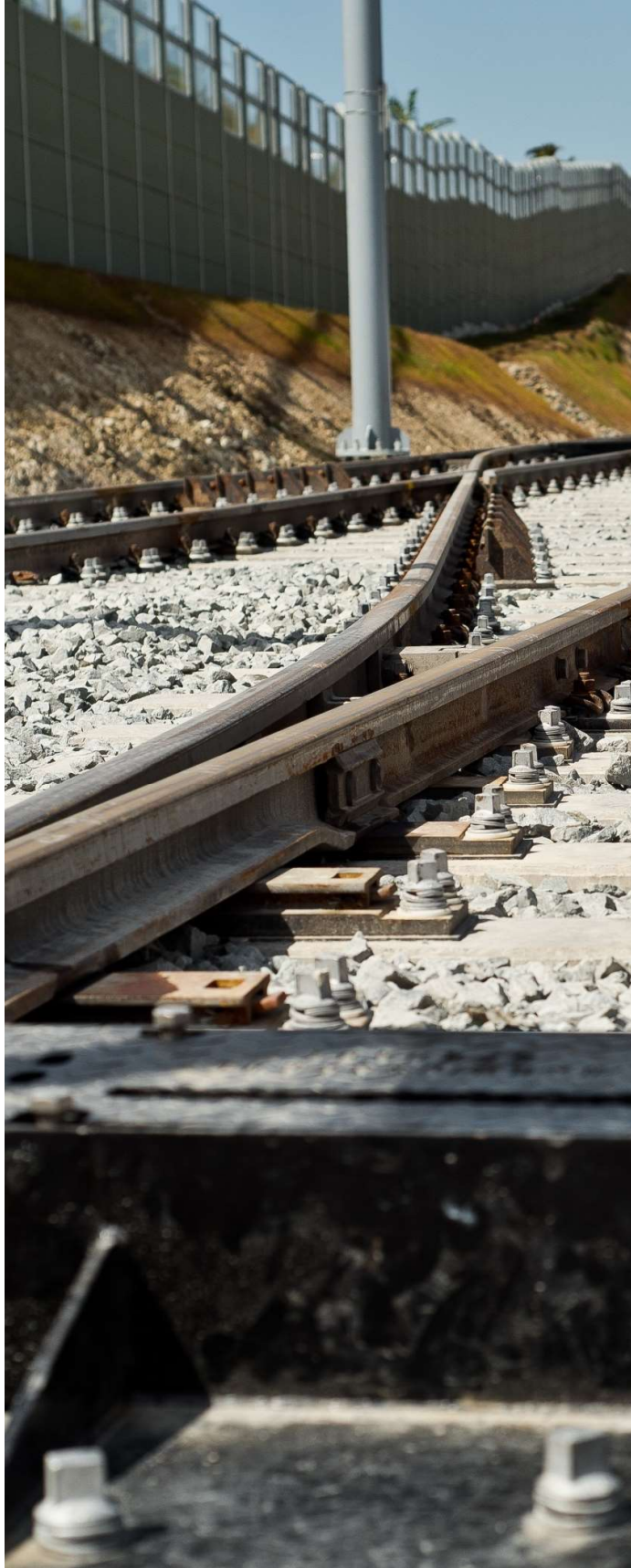




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COA E134E ALTERNATIVE TRANSPORT OPTIONS REPORT



A2I | Albury to Illabo

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GLOSSARY

Term	Definition
ARTC	Australian Rail Track Corporation
CEMF	Construction Environmental Management Framework
CEMP	Construction Environmental Management Plan
Construction	Includes work required to construct the CSSI as defined in the Project Description described in the documents listed in Condition A1 including commissioning trials of equipment and temporary use of any part of the CSSI but excluding Low Impact Work which is carried out or completed prior to approval of the CEMP.
Consultation	To provide information and actively engage with and obtain and consider feedback from stakeholders during development of post approval documents. How the feedback has been considered and whether any changes have been made in response to this feedback is then documented and communicated back to stakeholders. Consultation should not be limited to one-way notification about the project. This definition must be used to inform the Communication Strategy required under Condition B1.
CSSI	The Critical State Significant Infrastructure, as described in Schedule 1, the carrying out of which is approved under the terms of this approval
Department	NSW Department of Planning, Housing and Infrastructure
EIS	The Environmental Impact Statement referred to in Condition A1, submitted to the Planning Secretary seeking approval to carry out the development described in it, and including any additional information provided by the Proponent in support of the application for approval of the project.
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i> (NSW)
EPA	NSW Environment Protection Authority
EPL	Environment Protection Licence under the POEO Act
ER	The Environmental Representative(s) for the CSSI approved by the Planning Secretary
Environment	Includes all aspects of the surroundings of humans, whether affecting any human as an individual or in his or her social groupings
Incident	An occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance.
IR	Inland Rail
Local road	Any road that is not defined as a classified road under the <i>Roads Act 1993</i>
Low Impact Work	Includes: (a) survey work including carrying out general alignment survey, installing survey controls (including installation of global positioning systems (GPS)), installing repeater stations, carrying out surveys of existing and future utilities and building and road dilapidation surveys; (b) investigations including investigative drilling, contamination investigations and excavation; (c) site establishment work approved under a Site Establishment Management Plan; (d) use of minor ancillary facilities if the ER has determined the operational activities will have a minor impact on the environment and the community; (e) minor clearing and relocation of native vegetation, as identified in the documents listed in Condition A1; (f) installation of mitigation measures including erosion and sediment controls, temporary exclusion fencing for sensitive areas and at-property treatments; (g) property acquisition adjustment work including installation of property fencing;

	<p>(h) relocation and connection of utilities where the relocation or connection has been determined by the ER to have a minor impact to the environment and the community;</p> <p>(i) archaeological testing under the Code of practice for archaeological investigation of Aboriginal objects in NSW (DECCW, 2010) or archaeological monitoring undertaken in association with (a) - (h) above to ensure that there is no impact on heritage items;</p> <p>(j) archaeological and cultural salvage undertaken in accordance with a methodology required by the conditions of this approval.</p> <p>(k) maintenance of existing buildings and structures required to facilitate the carrying out of the CSSI; and</p> <p>(l) other activities determined by the ER to have minor impact on the environment and the community, which may include but not be limited to construction of minor access roads, temporary relocation of pedestrian and cycle paths and the provision of property access.</p> <p>Despite the above, the following works are not Low Impact Work:</p> <p>(i) where heritage items, or threatened species or their habitat, or threatened ecological communities (within the meaning of the Biodiversity Conservation Act 2016) are adversely affected or potentially adversely affected by any low impact work as defined in (a) to (n) above, that work is construction, unless otherwise determined by the Planning Secretary in consultation with Heritage NSW, EHG or DPI Fisheries (in the case of impact upon fish, aquatic invertebrates or marine vegetation); and</p> <p>(ii) any night-time work that exceeds noise management levels as defined in the ICNG.</p> <p>The low impact work described in this definition becomes Construction with the approval of a CEMP. Where low impact work has already commenced, this is considered to remain as low impact work and is managed in accordance with the framework under which it commenced.</p>
Minister	NSW Minister for Planning
Non-compliance	An occurrence, set of circumstances or development that is a breach of this approval.
Operation	The carrying out of the CSSI (whether in full or in part) upon the completion of construction, unless otherwise agreed by the Planning Secretary.
Planning Secretary	Planning Secretary of the Department (or nominee, whether nominated before or after the date on which this approval was granted).
Proponent	The person identified as such in Schedule 1 of this approval and any other person carrying out any part of the CSSI from time to time (i.e. Inland Rail).
Publicly available	To be made available on the website.
Rail Corridor	Land that is: <p>(a) owned, leased, managed or controlled by a public authority for the purpose of a railway or rail infrastructure facilities, or zoned under an environmental planning instrument predominantly, or</p> <p>(b) solely for development for the purpose of a railway or rail infrastructure facilities.</p>
Relevant council(s)	Albury City Council, Great Hume Shire Council, Lockhart Shire Council, Wagga Wagga City Council and Junee Shire Council.
Relevant roads authority	The same meaning as the roads authority defined in the <i>Roads Act 1993</i> (NSW).
SSI	The State Significant Infrastructure, as generally described in Schedule 1 of this approval, the carrying out of which is approved under the terms of this approval.
Work	Any physical activity for the purpose of the CSSI including Construction and Low Impact Work but not including operational maintenance work.

1 INTRODUCTION

1.1 Background

The Alternative Transport Options Report has been prepared to address the relevant requirements under the Minister's Conditions of Approval (CoA) E134E.

1.2 Purpose

This Alternative Transport Options Report has been prepared to meet CoA E134E and demonstrate how compliance with the requirements of CoA E134A and E134B has been achieved prior to the closure of Kemp Street Bridge. These are included in Table 1 including a description of where these have been addressed within this report.

TABLE 1 COA E134A AND E134B COMPLIANCE

Requirement	How addressed
E134A At least 2 weeks prior to the closure of Kemp Street Bridge in June:	N/A
(a) all affected schools, community members and stakeholders must be notified of all alternative transport mitigation options, including the frequency and locations for accessing the community bus services, how to apply and use the school bus passes, and how to request specific transport and taxi vouchers; and	Refer to Section 2.
(b) publicly accessible contact details for the Public Liaison Officer required under Condition B6 must be provided to enable direct communication between community members and the project team regarding enquiries, feedback, or concerns at each community bus stop location, when established, and on all community and stakeholder notification. All enquiries are to be managed consistent with the Complaints Management System required in accordance with Condition B7.	Refer to Section 2.
E134B Prior to the closure of the Kemp Street Bridge pedestrian/cyclists path:	N/A
(a) bus stop locations must be clearly marked and accessible as agreed in consultation with Junee Council;	Refer to Section 3.1.
(b) fully subsidised bus passes are provided to school students with directly impacted access between home and school due to the closure of the Kemp Street Bridge who require and requested access to bus services, and confirmation that the existing bus service has capacity to accommodate those additional students;	Refer to Section 3.2.
(c) taxi vouchers have been provided to all community members who had requested them prior to the closure of the Kemp Street bridge; and	Refer to Section 3.3.
(d) install and maintain rail exclusion fencing and screening along both sides of the rail corridor for the duration of the closure of Kemp Street Bridge pedestrian/cyclist path: <ul style="list-style-type: none"> i. east of the rail corridor: from the southern boundary of the construction site and track near William Street, extending north beyond the bridge to the rear boundary of the Aquatic Centre. ii. west of the rail corridor: from existing fencing at Railway Parade, extending north beyond the bridge to align with the existing boundary fencing along Seignior Street. 	Refer to Section 3.4.

Requirement	How addressed
E134C The operation of the alternative transport options outlined in Condition 134A must be reviewed at two (2) weeks and three (3) months following the implementation of the alternative transport options and then every six (6) months for the duration of the closure of the Kemp Street Bridge pedestrian/cyclist path. Each review must incorporate relevant performance data, stakeholder and community feedback, and any recommended adjustments to ensure effectiveness and responsiveness of the measures.	Refer to Section 4.
E134D Any changes to the alternative transport options must be communicated to the affected community and stakeholders prior to the change being made.	<p>With the exception of the school shuttle service which was assessed, consulted and implemented prior to the closure of Kemp Street Bridge, no other changes to the alternative transport options have been made or proposed at the time of reporting.</p> <p>Any further changes to the alternative transport options will be communicated to the affected community and stakeholders prior to the change being made.</p>
<p>E134E Alternative Transport Options Reports must be submitted to the Planning Secretary confirming:</p> <ul style="list-style-type: none"> (a) the requirements of Condition 134A and Condition 134B have been met, prior to the closure of the Kemp Street Bridge; and (b) the outcomes of the reviews completed in accordance with Condition 134C and any proposed changes following the review of the alternative transport options must be submitted to the Planning Secretary for information within 14 business days of each review period. 	This report.

2 COMMUNITY NOTIFICATION IN ACCORDANCE WITH COA E134A

2.1 Community Engagement Summary

In accordance with the requirements of CoA E134A, community notifications were issued at least 2 weeks prior to the closure of Kemp Street Bridge in June. A summary of notifications are outlined in Table 2 below.

TABLE 2 COMMUNITY ENGAGEMENT LOG

#	Date	Correspondence		From	Recipient
		Form/Type	Purpose		
1	April 2025	Doorknocking	Doorknocked surrounding residents of Kemp Street Bridge to discuss use of the bridge and alternative community connectivity whilst the bridge closed (community transport). (Summary of feedback in the Kemp Street Modification Report).	Inland Rail	Surrounding residents including residents on: <ul style="list-style-type: none"> - Railway Parade - Edgar Street - Ducker Street - George Street
2	April – May 2025	Meeting	Inland Rail met with the educational facilities to discuss existing students use of the Kemp Street bridge and proposed mitigation measures. (Summary of feedback in the Kemp Street Modification Report).	Inland Rail	Educational facilities key contacts at: <ul style="list-style-type: none"> - Junee Public School - Junee High School - St. Joseph's Primary School - Junee Preschool - Little Kindy Junee
3	April 2025	Meetings, emails and/or phone	Spoke with businesses surrounding the Kemp Street Bridge to discuss the closure and proposed community transport strategy. (Summary of feedback in the Kemp Street Modification Report).	Inland Rail	Business nearby the bridge including: <ul style="list-style-type: none"> - Junee Recreation & Aquatic Centre - Synergy Healthworks - Junee Tennis Courts - Junee Community Centre - Junee Buses
	16 April 2025	Community information session	Inland Rail hosted a community information session to discuss the proposed community transport and existing use of the Kemp Street bridge. (Summary of feedback in the Kemp Street Modification Report).	Inland Rail	Wider Junee community
	5 May 2025	Community information session	A follow up community information session was held to inform the community of the proposed pedestrian connectivity strategy. (Summary of feedback in the Kemp Street Modification Report).	Inland Rail	Wider Junee community
1	April – June 2025	Emails and regular meetings	Meetings have been held with Junee Shire Council around the proposed pedestrian	Inland Rail	Junee Shire Council

#	Date	Correspondence		From	Recipient
		Form/Type	Purpose		
			connectivity strategy. (Summary of feedback in the Kemp Street Modification Report).		
2	May 2025	Emails, phone and offer of individual meetings	Information about the proposed community transport strategy was provided to key First Nations Stakeholders. Post June engagement an update of the proposed pedestrian connectivity strategy was also provided. (Summary of feedback in the Kemp Street Modification Report).	Inland Rail	First Nations Stakeholders including: <ul style="list-style-type: none"> - Wagga Wagga Local Aboriginal Land Council (LALC) - Elders Group- Mawang Gaway - Registered Aboriginal Parities (RAPs)
3	April – June 2025	Emails, phone and regular meetings	Regular meetings are ongoing with TfNSW on a variety of matters. The pedestrian strategy was provided the TfNSW along with the engagement undertaken to inform the strategy. (Summary of feedback in the Kemp Street Modification Report).	Inland Rail	Transport for NSW
4	7 May 2025	Briefing	At the quarterly Community Consultative Committee meetings, the Wagga Wagga subcommittee which includes June representatives, discussed the proposed modification engagement including the pedestrian connectivity strategy. (Summary of feedback in the Kemp Street Modification Report).	Inland Rail	Community Consultative Committee (CCC), Wagga subcommittee (including representatives from June including Council and TfNSW)
5	20 May 2025	Briefing	Project briefing provided to JSC Councillors and Mayor including an update on the Kemp Street Modification and proposed community pedestrian strategy.	Inland Rail	June Shire Councillors and Mayor
6	11 – 15 August	Doorknocking	Doorknocked surrounding residents of Kemp Street Bridge to discuss use of the bridge and alternative community connectivity whilst the bridge closed (community transport). Presented the updated design visualisations for the Kemp Street Bridge.	Martinus and Inland Rail	Surrounding residents including residents on: <ul style="list-style-type: none"> - Railway Parade - Edgar Street - Ducker Steet - George Street - Kemp Street - Joffre Street - Seignior Street
7	11 – 15 August	Doorknocking	Doorknocked surrounding Businesses of June and Kemp Street Bridge to discuss use of the bridge and alternative community connectivity whilst the bridge closed (community transport). Presented the updated design visualisations for the Kemp Street Bridge.	Martinus and Inland Rail	Surrounding businesses on: <ul style="list-style-type: none"> - Broadway - Seignior Street - Lorne Street - Hill Street

#	Date	Correspondence		From	Recipient
		Form/Type	Purpose		
8	11 August 2025	Briefing	Project briefing provided including an update on the Kemp Street Modification and proposed community pedestrian strategy to Principal, leading to establishment of plans for construction and rail safety student presentations, newsletter communications with work notifications, physical pass distribution tracking, monthly principal meetings, and pedestrian safety information sharing through online and social media channels.	Martinus and Inland Rail	Junee High School
9	12 August 2025	Briefing	Project briefing provided including an update on the Kemp Street Modification and proposed community pedestrian strategy to Centre Director, followed by discussion of evacuation drill concerns (conducted every 12 weeks), parent communication needs regarding local street access, community transport pickup timing from 2pm, and concerns about George Street becoming one-way affecting parent vehicle movements.	Martinus and Inland Rail	Little Kindy
10	13 August 2025	Briefing	Project briefing provided including an update on the Kemp Street Modification and proposed community pedestrian strategy to school Administration Manager, followed by discussion of bus pass processes for approximately 30 affected students, planned rail and construction safety presentations for all 118 students, and coordination of communication through school platforms and afternoon pickup arrangements.	Martinus and Inland Rail	Junee Public School
11	13 August 2025	Briefing	Project briefing provided including an update on the Kemp Street Modification and proposed community pedestrian strategy to Principal Angela Scott and Nicky, who then discussed safety measures for approximately 10 students using Daley Street, agreeing to share rail and construction safety information through morning assemblies, newsletters, and social media, plus provide closure maps and maintain monthly principal catchups.	Martinus and Inland Rail	St Joseph's Primary
12	13 August 2025	Briefing	Project briefing provided including an update on the Kemp Street Modification and proposed community pedestrian strategy, followed by discussion of heritage considerations including the potential use of old bricks from the bridge in displays, with follow-up actions to include the SME in	Martinus and Inland Rail	Junee Roundhouse Museum

#	Date	Correspondence		From	Recipient
		Form/Type	Purpose		
			future meetings and provide website links to project visualisations.		
13	12 August 2025	Briefing	Project briefing provided including an update on the Kemp Street Modification and proposed community pedestrian strategy.	Martinus and Inland Rail	Junee Recreation Centre
14	18 August 2025	Briefing	A dedicated project briefing was provided to Junee Buses staff. This included details on the timing of key project milestones, such as the bridge closure, discussions on bus capacity and the operation of bus passes, and the interface with schools to ensure continuity of transport services for students and families.	Martinus Rail	Junee Buses
15	18 August 2025	Briefing and presentation	Project briefing provided to members of the Junee LEMC. Included information on the timing of project milestones including the bridge closure and the application of alternative transport options.	Martinus Rail	Junee LEMC
16	19 August 2025	Briefing	Project briefing provided to JSC staff and elected representatives. Included information on the timing of project milestones including the bridge closure.	Inland Rail	Junee Shire Councillors and Mayor
17	20 August 2025	Community information session	A community information session was held during the Kemp Street Bridge closure to provide a project update, outline upcoming milestones, and present the proposed pedestrian connectivity strategy, with community feedback captured and summarised in the Kemp Street Modification Report	Martinus and Inland Rail	Wider Junee community
18	20 August 2025	Briefing	A dedicated project briefing was provided to TfNSW. This included details on the timing of key project milestones, such as the bridge closure, discussions on bus capacity and the operation of bus passes, and the interface with school bus routes.	Martinus Rail and Inland Rail	TfNSW
19	21 August 2025	Briefing	<p>A dedicated project briefing was delivered to Junee Council and Junee Community Transport to ensure alignment on key project impacts and community support measures. The session provided an overview of the project timeline and milestones, including the closure of the Kemp Street Bridge and associated construction phases.</p> <p>Discussions also focused on the operational details of the taxi voucher</p>	Martinus	Junee Council and Junee Community Transport

#	Date	Correspondence			
		Form/Type	Purpose	From	Recipient
			program, particularly how it will function during the bridge closure period, and the safeguards in place to maintain customer privacy. Consideration was given to the needs of vulnerable persons in the community, with an emphasis on ensuring that transport solutions are accessible, reliable, and responsive to those who may require additional assistance. This briefing formed part of the project's ongoing engagement commitment to work closely with service providers and local government to mitigate impacts and maintain essential community connections.		
20	21 August 2025	Community information session	A community information session was held during the Kemp Street Bridge closure to provide a project update, outline upcoming milestones, and present the proposed pedestrian connectivity strategy, with community feedback captured and summarised in the Kemp Street Modification Report	Martinus and Inland Rail	Wider Junee community
21	22 August 2025	Community information session	A community information session was held during the Kemp Street Bridge closure to provide a project update, outline upcoming milestones, and present the proposed pedestrian connectivity strategy, with community feedback captured and summarised in the Kemp Street Modification Report	Martinus and Inland Rail	Wider Junee community

3 IMPLEMENTATION OF MITIGATION MEASURES

In accordance with the requirements of CoA E134B, Martinus was required to implement a number of mitigation measures prior to the closure of Kemp Street Bridge. The purpose of this section is to demonstrate and provide evidence of the implementation of these measures prior to the closure of the bridge.

3.1 Bus Stop Locations

In accordance with CoA E134B (a), bus stop locations were agreed in consultation with Junee Council before being established. Figure 1 shows the agreed locations of the bus stops as communicated to stakeholders and Figure 2 includes photos of established bus stop locations to demonstrate compliance with the CoA.



FIGURE 1: COMMUNITY SHUTTLE STOP LOCATIONS

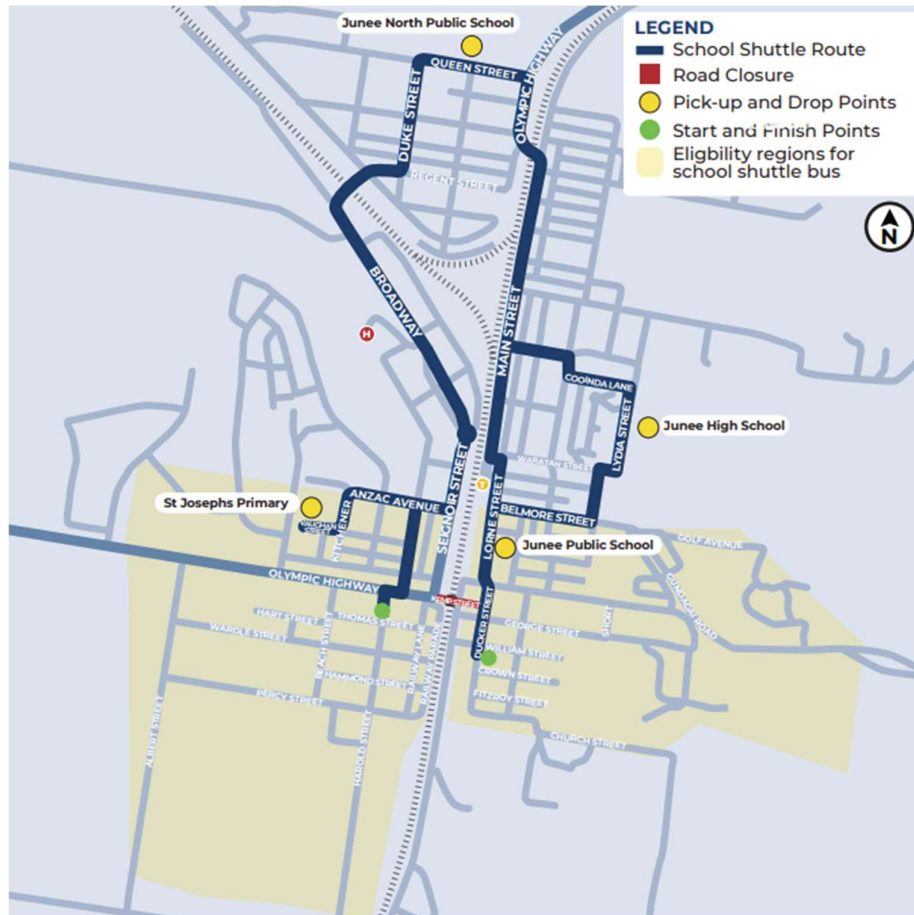


FIGURE 2: SCHOOL SHUTTLE STOP LOCATIONS

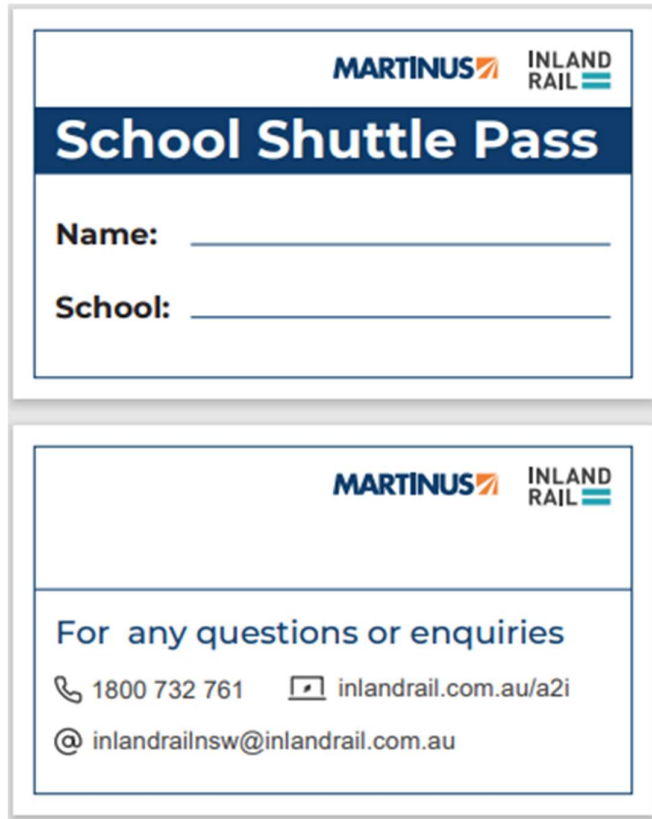
3.2 Issue of Bus Passes and Confirmation of Capacity of Existing Services

In accordance with CoA E134B (b), fully subsidised bus passes were provided to school students with directly impacted access between home and school due to the closure of the Kemp Street Bridge who require and requested access to bus services. A total of 50 bus passes were requested and provided to school students on Thursday 4 September prior to the closure of Kemp Street Bridge on the 5 September 2025. An example of one of the bus passes provided to school students is shown in Figure 3 below.

Following the approval of the modification and prior to the closure of Kemp Street Bridge, Martinus was informed by TfNSW and Junee Buses that the existing bus service in Junee did not have sufficient capacity to accommodate the additional students impacted by the bridge closure. On becoming aware of this issue, an alternative school shuttle service was identified and engaged prior to the closure of the bridge.

To ensure compliance with the project requirements, Inland Rail undertook a review of the proposed school shuttle mitigation measure against the requirements of modification.

This review identified that the use of the school shuttle was consistent with the project requirements as evidenced by Consistency Assessment Report Kemp Street Replacement School Services dated 03/09/2025. Based on the completion of the review and the determination of the consistency assessment, the implementation of the school shuttle was deemed adequate to satisfy the requirements of CoA E134B (b).



The image shows two examples of a 'School Shuttle Pass' form. The top example is a blank form with the Martinus and Inland Rail logos at the top. Below the logos is a dark blue header with the text 'School Shuttle Pass' in white. Underneath the header are two fields: 'Name: _____' and 'School: _____'. The bottom example is a completed form with the same header and logos. Below the header, it says 'For any questions or enquiries' followed by three contact options: a phone icon with '1800 732 761', a laptop icon with 'inlandrail.com.au/a2i', and an email icon with 'inlandrailnsw@inlandrail.com.au'.

FIGURE 3: EXAMPLE OF THE FULLY SUBSIDISED SCHOOL SHUTTLE PASS ISSUED TO SCHOOL STUDENTS

3.3 Issue of Taxi Vouchers

In accordance with CoA E134B (c), taxi vouchers were provided on 4-5 September 2025 to 3 community members who requested them, prior to the closure of Kemp Street Bridge on 5 September 2025.

3.4 Rail Exclusion Fencing

In accordance with CoA E134B (d), rail exclusion fencing (including screening) was installed between the 2 – 5 September 2025, prior to the closure of Kemp Street Bridge on 5 September 2025. The rail exclusion fencing will be maintained for the duration of the closure of Kemp Street Bridge pedestrian/cycle path. The alignment of the rail exclusion fencing is shown in Figure 4 below, additional photos of the installed fencing are also provided in Figures 5, 6,7 and 8 to demonstrate compliance with the CoA.



Figure 4: Alignment of rail exclusion fencing installed prior to Kemp Street Bridge closure.



Figure 5: Rail exclusion fencing in place on the eastern side of the rail corridor extending north from William Street along Edgar Street.



Figure 6: Rail exclusion fencing in place on the eastern side of the rail corridor looking south from the rear boundary of the Aquatic Centre.



Figure 7: Rail exclusion fencing in place on the western side of the rail corridor looking south from the existing boundary fencing along Seignior Street.

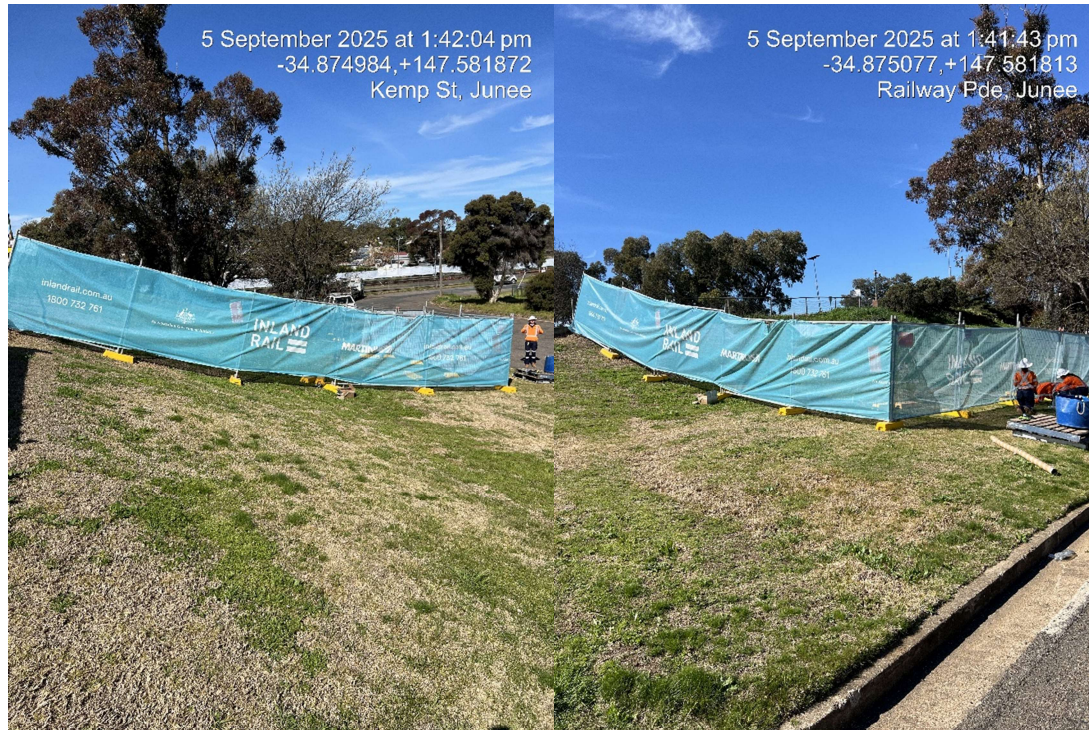


Figure 8: Rail exclusion fencing in place on the western side of the rail corridor looking south from Kemp Street Bridge to Railway Parade.

4 REVIEW OF ALTERNATIVE TRANSPORT OPTIONS

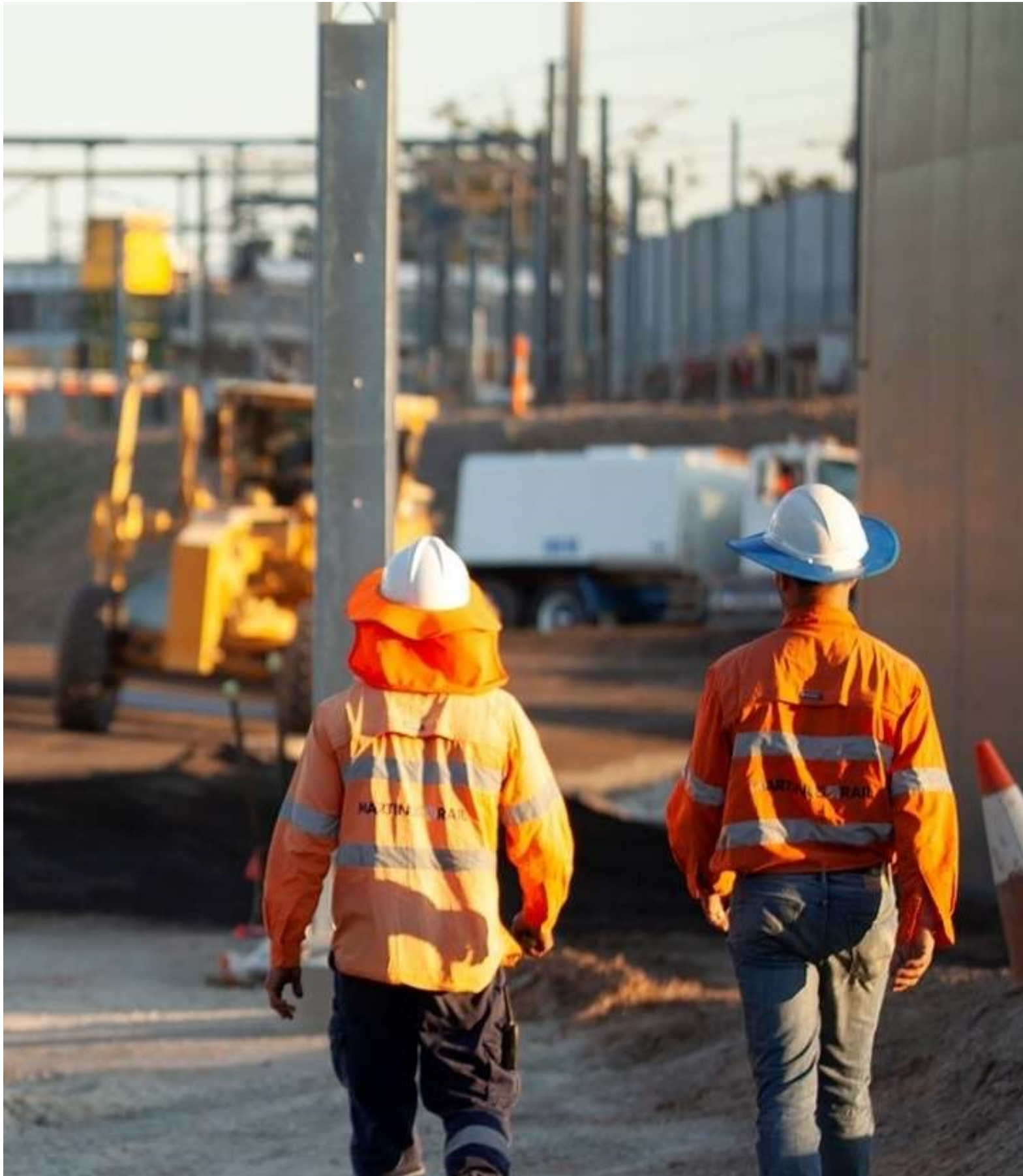
In accordance with the requirements of CoA E134C, the operation of the alternative transport options outlined in Condition E134A will be reviewed at the following intervals after implementation: 2 weeks, 3 months, and then every 6 months for the duration of the closure of Kemp Street Bridge pedestrian/cyclist path.

The outcomes of these reviews including any proposed changes that are identified will be captured in these reports and submitted to the Planning Secretary for information within 14 business days of the review period.

5 RECORD OF CHANGES TO ALTERNATIVE TRANSPORT OPTIONS

With the exception of the school shuttle service which was assessed, consulted and implemented prior to the closure of Kemp Street Bridge, no other changes to the alternative transport options have been made or are proposed at the time of reporting.

Consultation records relating to the implementation of the school shuttle service are outlined in Section 2.1 of this report.



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