

13 February 2026

WST24/00003/151 | SF2024/002449

Ms Cassandra Hodges
Senior Project Manager – Interfaces
Inland Rail Pty Ltd
290 Clarinda Street
PARKES NSW 2870

Dear Ms Hodges,

SSI-10055; Albury to Illabo Inland Rail Project; Wagga Wagga Precinct Traffic Management Plan – Network Strategy Maps – Camera and VMS V2.0

Transport for NSW (TfNSW) understands the Department of Planning, Housing and Infrastructure (DPHI) approved the Wagga Wagga Precinct Management Plan (PTMP) and the Wagga Wagga Construction Traffic, Transport and Access Mitigations Report (CTTAMR) on 11 December 2025 subject to Inland Rail Pty Ltd (IRPL) providing updated documents detailing the location of all temporary CCTV cameras used for traffic monitoring for the duration of the Edmondson Street bridge reconstruction process and the consultation processes for changing those camera locations.

TfNSW has been advised that DPHI has provided an extension of time to IRPL, requiring update of the documents by 28 February 2026.

TfNSW received the PTMP Network Strategy Maps – Camera and VMS Version 2.0, which forms part of the updated PTMP and CTTAMR, on 14 January 2026 via email from IRPL. TfNSW received Version 3.0 of the Network Strategy on 12 February 2026 via email from IRPL.

IRPL's correspondence states that after monitoring traffic since the Edmondson Street bridge closure, only a few locations have experienced increased queuing across the network. Based on these observations, the project proposes scaling back the VMS deployment to standard boards (from 24 boards to 9 boards), including removing the AI-integrated boards. IRPL also proposes to scale back camera locations across the network (from 23 cameras to 10 cameras) and discontinue data capture and instead focus on monitoring through live vision from cameras.

Having considered IRPL's proposal against the commitments set out in the approved documents and the impacts observed on the ground both during the trial period and the start of Term 1 school traffic, TfNSW does not support IRPL's proposed amendments to the PTMP and CTTAMR.

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At the completion of the trial TfNSW agreed that, in the circumstances, it would not further object to the road being closed. This was on the understanding that traffic monitoring and management required under the Conditions of Approval as set out in the CTTAMP/PTMP/CTTAMR would continue to be implemented for the duration of the project.

There was, and continues to be, traffic and transport impacts that require monitoring and management throughout the 18-month road closure. Impacts observed during the trial and again during the Term 1 start of school traffic include queues and delays, school bus delays including missing bell times, poor driver decisions and illegal behaviour.

Furthermore, TfNSW does not support the approach proposed by IRPL that TfNSW will not receive the updated PTMP and CTTAMR for review. TfNSW does not agree the only update should be amended figures of camera and VMS locations. The amended documents must provide sufficient detail to demonstrate how the original intent of using the cameras and VMS boards to accurately and objectively identify and monitor issues, ensure timely communication, implement appropriate mitigation measures, and support adaptive network management interventions and continuous improvement would be achieved.

Should you require further information in relation to this matter, please contact the undersigned via: development.inlandrail@transport.nsw.gov.au or on 0417 125 741.

Yours sincerely,

A handwritten signature in black ink, appearing to read "H. Orr".

Howard Orr
Manager Development Services – Inland Rail
Planning, Integration and Passenger
Transport for NSW