

6 Transport

Transport is an important consideration in planning for rural areas and this section outlines the forms of public transport available and major roads in the Yass Valley LGA

Due to limited public transport for daily travel, the Yass Valley LGA is heavily reliant on motor vehicle transport. The estimated average annual kilometers traveled per vehicle is 23,471 kilometres which is more than twice the national annual average of 14,400 kilometres (ABS 1999).

6.1 Air

The Yass Valley LGA does not have an airport within the LGA, however the close proximity of Canberra Airport enables access to most Australian capital cities and some regional areas. Figure 6.1 shows the weekly direct services available to and from Canberra Airport.

Figure 6.1 Direct services from Canberra Airport



(Source: Canberra Airport)

6.2 Roads

The Yass Valley LGA road network consists of approximately 1200 kilometres of National, State, Regional and local roads.

The Yass Valley LGA benefits from being well located within the AusLink National Network, with the Hume, Barton and Federal Highways connecting the Yass Valley LGA to Sydney, Melbourne and Canberra. AusLink highways are funded and maintained by the Federal Government.

The Yass Valley Council Industrial Lands Study seeks to capitalise on the strategic location of the Yass Valley LGA by locating employment generating lands to the north of the town of Yass near the intersection of the Hume and Barton Highways.

The remaining road network consists of state, regional and local roads. The road network hierarchy in the Yass Valley LGA is outlined in Table 6.1. State roads are owned by NSW Roads and Traffic Authority (RTA) and Council receives full funding to maintain these roads. Regional and local roads are owned by Yass Valley Council and receives part funding to maintain regional roads. Local roads are the sole responsibility of Council.

Approximately 50% of the roads in Yass Valley LGA are sealed. Of Council's regional and local road network, approximately 40% of sealed roads, and 20% of unsealed roads are assessed to be in good condition. Table 6.2 outlines the distance of roads according to type and whether they are sealed or unsealed.

Table 6.1 Classified roads for the Yass Valley LGA

Road Classifications	Roads in the Yass Valley LGA
National Highway	Hume Highway Barton Highway Federal Highway
State Roads	Burley Griffin Way Lachlan Valley Way
Regional Roads	Wee Jasper Road Yass Valley Way Sutton Road Murrumbateman Road

Table 6.2 Distance of regional and local roads within the Yass Valley LGA

Type of Road	Distance (km)
Regional	
• Sealed Roads	156
• Unsealed Roads	17
Urban	
• Sealed Roads	73
• Unsealed Roads	9
Rural	
• Sealed Roads	377
• Unsealed Roads	599

6.2.1 Provision of road infrastructure to service new development

Road infrastructure to service new development is provided via a number of mechanisms.

Where subdivisions propose the creation of new roads to service a development, the

developer is required to provide those roads as a part of development approval. Subdivisions also generate additional travel on road networks and in these instances, Section 94 of the *Environmental Planning and Assessment Act 1979* provides that Council may require the payment of contributions when development will or is likely to require the provision of or increase in the demand for public amenities and public services within the area, including roads.

Yass Valley Council has three Section 94 Plans in force across the LGA according to LEP. Each Section 94 plan has a different approach to the levying of rural road contributions.

Further developments in the rural areas of the Yass Valley LGA have economic and management implications for Council in terms of its resources. An extensive network of roads are required to provide adequate and reliable access to future developments located outside of town centres.

Council has in place policies that require development contributions to facilitate the upgrade of rural roads due to the anticipated increase in pressure placed upon them by a proposed development. These policies do not however, cover the ongoing costs associated with road maintenance, asset depreciation and resealing of road surfaces that become a Council responsibility once a development is completed. It is therefore more economically viable for Council to locate future development near existing sealed road networks and within proximity to urban centres with reasonable road infrastructure already in place.

6.2.2 Barton Highway Duplication

The Barton Highway Duplication and bypass of the village of Murrumbateman involves the construction of a four lane divided carriageway between Yass and the ACT border. The funding for this project is to be provided by the Federal Government and the project is being managed by the RTA. The proposed alignment of the duplication is shown in Figure 6.2.

To date funding for the construction works has not been allocated, however funding for various environmental assessments has been committed and some of these studies are currently being undertaken.

The Barton Highway duplication is expected to increase the desirability of the Yass Valley LGA as a result of increased traffic safety on the Highway and improved commuting times. In this regard, Council will need to consider the implications of increasing demand for rural living along the Highway corridor and the impact of the bypass on the village of Murrumbateman and these issues are explored by this Study. The proposed alignment of the Murrumbateman bypass is shown in Figure 6.3.

Figure 6.4 NSW Rail Network



Source: Rail Infrastructure Corporation

6.4 Public Transport

Private motor vehicles are the dominant form of transport for Yass Valley residents. Of the 2,132 people who travelled outside the home to work, 69% travelled as a driver in a car with a further 8.4% travelling as a passenger. Walking accounted for 12 % of journeys while 6% of residents used a truck to get to work (ABS 2003).

There are a limited range of public transport services including buses to Canberra and Sydney. Taxis are available in Yass and Murrumbateman. Table 6.3 provides a summary of the public transport services available in the Yass Valley LGA.

Table 6.3 Public transport services in the Yass Valley LGA

Company	Areas serviced	Destination/s	Frequency	Comments
Transborder Express	Yass, Binalong, Bowning, Murrumbateman, Nanima and Wallaroo districts	Yass & Canberra schools	Weekdays (14 services)	School service only
Transborder Express	Yass, Murrumbateman	Canberra	Weekdays (8 services)	
Transborder Countrylink	Binalong, Bowning, Yass, Murrumbateman	Cootamundra, Canberra, Queanbeyan	Daily (2 services)	Set down only in Yass & Murrumbateman
Firefly Express	Yass	Sydney, Melbourne	Daily (4 services)	By request only
3F	Yass	Lithgow, Coonabarabran, Gulgong	Daily (4 services)	
Yass Taxis				4 taxis (1 wheelchair accessible)
Murrumbateman Taxi Service				

Source: ACT Office of the Commissioner for the Environment 2004

Community transport is available for Home and Community Care clients which provides transport to medical or other professional appointments and assistance with shopping, banking, paying bills, and attending other errands is available to eligible clients. School bus services are also provided to Yass and Canberra.

6.5 Issues arising

The key issues from this section which are relevant to planning in the Yass Valley Council LGA are as follows:

- There is limited public transport available within Yass Valley which results in a reliance on private motor vehicles for travel.
- There are many people who can be considered to be disadvantaged as a result of the limited public transport in Yass.
- There is a large proportion of unsealed roads in the LGA, of which only 20% are considered to be in good condition. Future development will need to consider the condition of the road network and the costs associated with upgrading them accordingly.
- Future development in the rural areas may stretch Council road construction and maintenance resources due to the increase in rural roads.
- The duplication of the Barton Highway will reduce travel times to and from the ACT, making the Yass Valley more attractive for people seeking rural lifestyle living options whilst still working in Canberra. It will also make the Yass Valley LGA more attractive for some forms of industry, including tourism.