

Key messages from the 29 April 2026 Executive Oversight Committee (EOC)

Governance

The Wolgan Road Reconstruction Project is governed by a Project Control Group (PCG) and an Executive Oversight Committee (EOC). This committee comprises senior officers from Lithgow City Council, the NSW Reconstruction Authority and Transport for NSW.

The EOC provides senior level governance, coordination and oversight to ensure the project progresses in a safe, transparent and accountable way, in line with disaster recovery funding and environmental requirements.

This governance structure ensures coordinated decision-making and accountability across all involved agencies.

EOC Key priorities

- **Restoring access:** Progressing interim works to enable reopening of the existing Wolgan Road under controlled conditions as soon as possible, including opportunities to expedite minor works, approvals and procurement.
- **Safety first:** Ensuring the reopening of the existing Wolgan Road provides adequate protections for the safety of the community and other road users.
- **Open communications:** To ensure that the Wolgan Valley community is kept informed of the deliberations of the EOC and throughout the progress of the interim reopening of Wolgan Road and the decision making process for the overall project.

Summary of the 29 April 2026 EOC meeting

Senior officers from the NSW Reconstruction Authority, Lithgow City Council, and Transport for NSW met on 29 April 2026 as the EOC for the Wolgan Road Reconstruction Project. A summary of the key meeting discussions and outcomes is as follows.

Interim reopening of Wolgan Road

Lithgow City Council, supported by specialist consultants, is progressing planning, design and construction for interim works to manage the reopening of Wolgan Road.

Key points noted by the EOC include:

- The interim reopening project is progressing well and is on track.
- Planning and environmental approvals are largely complete, removing a major risk item.
- The Interim reopening remains a controlled, staged approach focused on restoring essential access under ALARP (risk as low as reasonably practicable) principles.
- Three delivery packages are progressing in parallel:
 - Weather station
 - To support real-time monitoring and ongoing risk management.
 - Installed and operational.
- Early works
 - Commenced on site.
 - On schedule.
- Main works

- Principal Contractor Procurement released 7May26.
- Project progressing from planning → procurement → delivery phase.
- Key messages:
 - We are moving from proving the solution to delivering the solution.
 - Strategy is unchanged and remains technically and operationally sound.

Subject to final approvals, the finalisation of a procurement strategy and the engagement of a Principal Contractor by Q2 2026, the earliest anticipated timeframe for interim reopening remains at Q3 2026.

Planning for a permanent solution

While interim reopening works are progressing, planning for a long-term permanent solution continues in parallel. Key points from the EOC meeting include:

- GHD is developing strategic design options for a permanent solution along the existing Wolgan Road alignment.
- Multiple options are being evaluated through a structured independent evidence-based process.
- An EOC endorsed multi-criteria assessment (MCA) will compare options against a balanced set of criteria before a preferred solution is confirmed.

What the Community can expect next

The EOC confirmed ongoing engagement with the community, including:

- The next Community briefing is scheduled for late-May 2026. Registration information will be shared on the project website shortly. Council are working through details for in-person community attendance at this meeting.
- Publication of key messages and updates on Council's website following EOC meetings.
- A summary, at Attachment A, of Questions and Answers from the 22 April 2026 Community Webinar.

Closing message

Council and the NSW Government acknowledge the substantial and ongoing impact of the Wolgan Road closure on the community. While reopening and restoring the road is a complex process, all agencies remain committed to:

- Restoring access as soon as practically possible.
- Improving safety outcomes.
- Delivering a long-term solution that is resilient, sustainable and community-supported.

Thank you for your continued patience and engagement as this important work progresses.

Background

Lithgow Council provided an opportunity for the Community to submit questions prior to the Community Webinar on 22 April 2026. The Speakers during the Community Webinar addressed and responded to the following questions. Note that the Q&A have been taken from the recording of the Webinar.

Questions

1. Will this webinar be available afterwards? I will be overseas on that date and may not be able to log in at the time.
The recorded webinar will be available for download on the Council website.
2. Despite interim measures, there is still no clear commitment to a permanent solution after 3.5 years. With credible, lower-cost and faster options presented to Council last year, complete with guaranteed delivery, why have these not been taken up? Businesses and residents remain financially impacted every day. Why is this ongoing burden repeatedly deferred as too difficult to address?
Council acknowledges that residents and businesses continue to experience significant and ongoing impacts as a result of the closure of Wolgan Road. We recognise that these impacts extend well beyond inconvenience and continue to affect livelihoods, family life, wellbeing and long-term planning for residents.
These impacts are not being deferred or dismissed, nor are they viewed as too difficult to address. Our current focus is on restoring interim access to the old road as soon as safely possible
3. The last meeting was a disaster. The community were essentially 'gagged' and we were lectured for being 'disrespectful' - this being given as the reason for Teams meetings. We have sat through numerous meetings, been shown countless new road proposals and listened to questionable reasons why the old road could not be repaired. I have attended most community meetings (Teams and in person) and have always been amazed at what a civilised and patient lot the residents of Wolgan Valley are given the frustration of our road access, lack of progress and the 'bs' we have been fed. Can we get back to 'in person' meetings with adequate time for questions? If future Teams Meetings are to be conducted like the last one I will not waste my time attending and will wait for the update on the website.
Some community members have asked about returning to in-person meetings. Council has used online sessions to keep the community informed as the project progresses and have included opportunities to ask questions both before and during the webinar.
Council will continue to consider in-person meetings at key stages and planning is currently underway for an in-person community meeting in May 2026.
4. (a) Is a new road still being considered? & (b) What is the earliest potential date for open access into Wolgan Valley without lock and key or security gate?
(a) Everything around the funding approval that we have at the moment remains, and we're still committed to developing a solution that will go through this multi-criteria assessment process in the coming months. So as you heard earlier, we are looking at solutions along the existing Wolgan Road and also the new alignment options, option 4 and 1D, they are currently parked until the options that GHD went through tonight catch up. And so we can equally compare those through the multi-criteria assessment. So by the middle of this year, what we want to do is have a preferred permanent alignment that we then progress with into planning approvals, procurement and delivery and construction.

- (b) The interim reopening will be as per the Donkey Steps access arrangements. So it will be only for the community and businesses and people that service those businesses, clientele, but will not be for the public. And so, the public will have access again once we have completed construction and opening of a permanent solution.*
5. Asking can we get back to in-person meetings with adequate time for questions?
We are continuing to refine how we deliver project updates. To date, we have used a range of formats, including online (Teams), face-to-face sessions, and webinars. Going forward, we are working with Council to determine the most effective approach. A return to face-to-face engagement is being considered; however, it is important that any format is well structured, enables information to be clearly presented, and remains focused on the community. We also need to account for the current phase of the project, which includes multiple procurement processes with associated confidentiality and probity requirements. Our intent is to ensure that information shared with the community is open and transparent, while appropriately managing these constraints and avoiding any conflict with tender processes. This approach is currently being reviewed with Ross and Council.
6. Thomas, you've asked about the slope of the road. What about the slope of Rd failure 20 metres down from the top?
So for the interim works, the guardrail will be replaced and installed in front of that rd failure, so rd users are protected from the edge when using Wolgan Road. This will restrict the road to being single lane access, but because there is enough site distance along that part of the road, the traffic will be managed with uphill priority signs. So there's enough distance to see in that single lane area. And then remediation of that section to full rd width will be undertaken as part of the permanent solution.
7. Andrew, you have talked about the DEFRA funding and whether that covers option one's removal of the cliff face.
In relation to Option 1, this involves a new alignment broadly following the existing Wolgan Road corridor. It is not a rectification option under DRFA. Rather, it has been included at the request of the EOC to enable a like-for-like comparison with Options 4 and 1D, which also comprise new alignments outside the existing corridor. Accordingly, Option 1 sits alongside Option 2 (which is a rectification option) to ensure a comprehensive assessment across both rectification and new alignment solutions
8. Andrew, also you've asked a question about is any preventative work plan for the three sections of Wolgan Road that are threatening to collapse into the river.
*Sam GHD: I'm personally not familiar with the particular sections that you're talking about, so maybe if you could specify those sections and we'll have a look into it and take it on notice.
Paul C (LCC): This section of rd under risk of being eroded into the creek is under a separate DRFA agreement, which is currently being investigated and will be progressing with the site meeting on site with council staff and fisheries to get input.*
9. Andrew, you've asked a question. Are North projects the same people who concluded that the repair of the existing rd would cost \$400m?
I would need to review the historical detail to confirm the specific reference, however, the same cost estimator has been used throughout. We will also continue to apply independent cost concurrence. This involves an independent cost reviewer assessing the cost plan as part of standard QA processes, consistent with the approach adopted by Transport for New South Wales. Accordingly, all cost estimates are subject to

independent review and verification. They are then shared with Transport for New South Wales and assessed as part of the funding application process for the preferred solution, including review by an independent technical reviewer.

As a result, there will be multiple estimators involved in reviewing, independently checking, and verifying the work undertaken by North Projects.