



Australian Government

BUILDING OUR FUTURE



Nowra Bridge project – Princes Highway upgrade

Community feedback summary

Roads and Maritime | May 2019



In August 2018, Roads and Maritime Services asked for feedback on the environmental assessment and concept design for the Nowra Bridge project. This feedback is being used to help develop the detailed design.

View the Submissions Report

The report addresses and responds to all 109 submissions received from the community, stakeholders and government agencies when the environmental assessment and concept design was displayed last year.

Main issues raised by the community

The main issues raised by the community were focused on additional infrastructure including a town bypass, flyovers at highway intersections and the inclusion of a rail bridge. The community also raised concerns about impacts during and after construction.

All issues raised by the community during the recent consultation are addressed in more detail in the Submissions Report.

Consideration of flyovers at highway and local road intersections

Flyover intersections were assessed extensively during the development of the design. This included detailed traffic modelling of 11 preliminary flyover intersection options looking at how each option would improve traffic flow on the Princes Highway and the local road network. This was later refined to six options. The environmental impact of these options was also assessed.

All options were reviewed based on criteria that assessed the traffic benefits as well as the impact each option would have on construction costs, future maintenance costs, the environment, property acquisition, future land use and heritage, as detailed in the Preferred Option Report published in February 2018. Figure 1 opposite shows how all options were ranked. The proposed design was preferred as it provides the best balance of traffic benefits and potential impacts.

Traffic modelling found that flyover options provide similar traffic benefits over the first 20 to 25 years of the forecast period. After 20 years flyover options would begin to perform slightly better, up until 2046. Several flyover options presented safety concerns as they added weaving, merging and queuing issues that do not exist on the current network or alternate options. Figure 2 opposite shows how all options were assessed based on the annual total hours travelled on this section of the highway.

Traffic modelling found flyover options are not required until there is a substantial increase in traffic at this section of the highway. The current design would enable future planning of a flyover if and when the network requires it.

For more information on our response to this issue, please visit Chapter 2.2.4 of the Submissions Report.



The proposed intersection would improve traffic flow and reduce congestion without the same level of cost, environmental, heritage maintenance or land impacts of a flyover option.

Consideration of a Nowra–Bomaderry bypass

Traffic investigations carried out in 2013, 2014 and 2018 show about 85 per cent of journeys crossing the Shoalhaven River are local trips with a start or end point in the Nowra Bomaderry area. Following recent community feedback, these findings were again verified by an independent review in late 2018.

This confirms that if a bypass was built, the majority of motorists would continue to use the current bridges. This would not effectively address current congestion experienced by drivers during day-to-day morning and afternoon peak periods crossing the Shoalhaven River and along Bolong, Illaroo and Bridge roads. The limited lifespan and ongoing maintenance issues relating to the southbound bridge would also not be addressed if a bypass were built.

A bypass will be further explored if and when there is a substantial increase in the proportion of traffic passing through Nowra.

For more information on our response to this issue, please visit Chapter 2.2.2 of the Submissions Report.

Consideration of a rail bridge

A rail bridge was looked at as one of five final route options. This option did not proceed because the extension of the South Coast Rail Line is not identified in Transport NSW's 40 year strategy considering the infrastructure priorities for regional NSW. This option was also up to five times more expensive than other options.

For more information on our response to this issue, please visit Chapter 2.2.3 of the Submissions Report.

Reduce impacts during construction

The project team has further investigated ways of minimising impacts to motorists and local residents during construction. There is a commitment to maintaining access in and out of Illaroo Road at all times during major work. Work will be carried out at night where possible to reduce disruptions to the road network and finish the job quicker.

The project team has carried out additional assessments to understand the redistribution of traffic on local roads including Moss Street, Lyrebird Drive and the new local road connection. Based on these assessments, no additional changes to these local roads are proposed.

For more information on our response to these issues, please visit Chapters 4 and 5 of the Submissions Report.

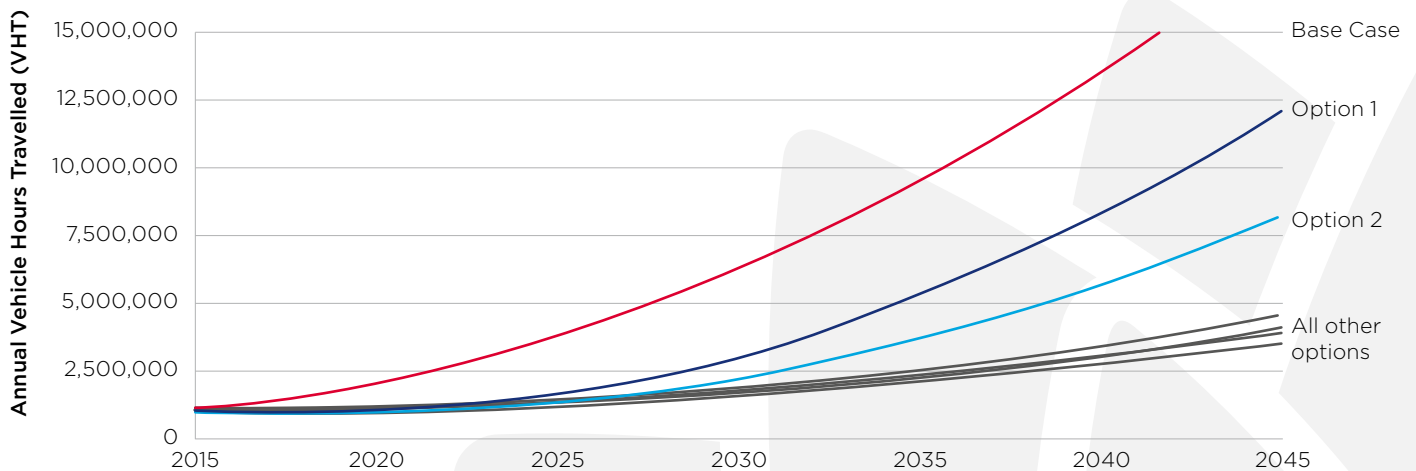
Figure 1: highlights the benefit verse impact of the six options Roads and Maritime Services investigated.

Issues	Option 3	Option 4	Option 5	Option 6
Issues assessed	New four lane bridge, at-grade intersection upgrades	New four lane bridge, grade separation on northern side of the bridge	New four lane bridge, grade separation on southern side of the bridge	New four lane bridge, grade separation both sides of the bridge
Highway travel time	✓	✓✓	✓✓	✓✓
Annual hours travelled on the network	✓	✓✓	✓✓	✓✓
Heritage impacts	✓✓	✓	✗✗	✗
Environment impacts	✓	✗	✗✗	✗
Residential property impacts	✗	✗✗	✗	✗
Property and land use impacts	✓✓	✗	✗	✗
Maintenance costs	✓	✗	✗	✗
OPTION RANKING (based on impact vs benefit)	1	2	4	3

Options 1 and 2 were not assessed further due to poor traffic performance

Key: ✓✓ = Better, ✓ = Good, ✗ = Poor, ✗✗ = Worst

Figure 2: Annual hours travelled through the project area



The old bridge is coming to the end of its lifespan and has ongoing maintenance costs.

Improvements and changes to the design

A number of improvements and changes have been made to the design following your feedback and further studies.

Changes to the proposal include:

- adjustments to the Princes Highway and Illaroo Road intersection to replace the southbound left slip-lane with a signalised left turn lane at the Princes Highway and Illaroo Road intersection
- include traffic lights for pedestrians on all left slip-lanes
- improved design of the new Pleasant Way cul-de-sac to avoid impacts to a nearby heritage building
- changed locations of ancillary sites to minimise parking impacts during construction.

More information on the improvements to the design can be viewed in Chapter 4 of the Submissions Report.

What happens next?

Following your feedback and further studies, we will now finalise the design and continue to work with key stakeholders and the community as the project progresses.

In late 2018 we invited contractors to express their interest in designing and building the proposal and we expect to shortlist them in the first half of 2019.

The design and construct contract for the bridge is expected to be awarded in early 2020, with major work to start in early 2021. The project will be completed in 2025, weather permitting.



Improved connectivity
(better pedestrian and cyclist links)



Increase freight access
(removing the height limit for the southbound crossing)



Improved intersections
(better intersections providing faster and more reliable access to and from local roads)



Reduce traffic delays
(more lanes on the Princes Highway and at major local intersections to improve traffic flow)

Contact us

If you have any questions or would like more information on the Nowra Bridge Project please contact our project team:



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