



Richmond Bridge duplication and traffic improvements

Frequently asked questions

What is happening?

Transport for NSW is planning to build a new bridge over the Hawkesbury River and bypasses of Richmond and North Richmond town centres to reduce congestion between those centres, improve travel times, cater for future growth and improve connectivity for public and active transport. The existing Richmond Bridge will remain in its current form.

Transport for NSW has identified a preferred option for the new bridge and road alignment, following detailed analysis and engagement with key stakeholders and community members. The preferred option includes a new bridge about 500 metres downstream of the existing bridge, a bypass to the north of North Richmond town centre and a bypass to the south of Richmond town centre. It also includes a new pedestrian and cycling link between North Richmond and Richmond.

We are currently seeking community feedback on the preferred option, including how it will affect the town centres of Richmond and North Richmond and environmental impacts until **Monday 5 July 2021**.

What are the benefits of the project?

The key objective of this project is to reduce congestion between Richmond and North Richmond and build for future growth. We also aim to improve:

- journey time reliability
- connectivity between Bells Line of Road and the main road network
- amenity in the town centres of Richmond and North Richmond
- safety on road corridors between and around Richmond and North Richmond
- public and active transport connections
- flood resilience.

How was the preferred option decided?

In late 2019 we presented the community with five options to reduce traffic congestion between Richmond and North Richmond. All of the options included an additional bridge to provide capacity for future traffic growth. Each option proposed bypassing Richmond town centre to the south. However, while some options included upgraded roads through North Richmond town centre, others bypassed the town centre. These options were assessed considering:

- Traffic benefits
- Property impacts
- Environmental and heritage impacts
- Urban design and amenity outcomes



- Flood resilience
- Constructability
- Value for money

Consultation with the community and stakeholders identified a preference for bypasses of both town centres to provide opportunities to improve their amenity. Following this engagement and further detailed analysis, the North Richmond Northern Bypass option (known as the 'Green Option') was identified as the preferred option as it would bypass both town centres, achieve travel time savings and minimise environmental and property impacts.

What are the key features of the preferred option?

The preferred option includes a new route between North Richmond and Richmond that bypasses of both town centres. This includes a new two lane bridge over the Hawkesbury River, six intersection improvements, upgrades to two existing roads (Londonderry Road and The Driftway), improved flood resilience and a new active transport connection between Richmond and North Richmond.

What is the total budget for the project?

In April 2019, the Australian Government committed \$200 million to deliver the Richmond Bridge duplication and traffic improvements on an 80:20 funding basis with an expected commitment of \$50 million from the NSW Government. In September 2019, the NSW Government confirmed this funding commitment bringing the total project funding at the time to \$250 million.

Following community and stakeholder engagement, a preference for an alignment that would bypass both town centres was identified. Investigations determined that additional funding would be required to achieve this outcome. In June 2021, the Australian and NSW Governments committed an additional \$200 million and \$50 million respectively to deliver a bypass of both town centres, bringing the total project funding to \$500 million.

Will the new bridge improve flood resilience?

The primary objective of the Richmond Bridge duplication and traffic improvements project is to reduce congestion between Richmond and North Richmond and cater for future traffic growth. We recognise that the Hawkesbury Nepean Valley has a high risk of flooding with a history of flood events, most recently in March 2021, which can result in road closures and disruption for local residents.

The existing Richmond Bridge is built below the 1 in 2 chance per year probability flood event level and is closed in relatively minor flood events. The new bridge is proposed to be built above this level. This would result in reduced risk of the bridge being overtopped, resulting in reduced closure times during flood events, with the entire route between Richmond and North Richmond achieving a minimum 1 in 5 chance per year flood resilience.

The February 2020 flood was around a 1 in 5 chance per year flood, while the recent flood in March 2021 was around a 1 in 10 to 20 chance per year flood.



Will the new bridge provide an evacuation route?

Richmond Bridge does not form part of any flood evacuation route. During major flood events, residents east of the Hawkesbury River evacuate via designated flood evacuation routes to the south and east. Residents west of the Hawkesbury River have a lower flood risk due to the higher ground on that side of the river, and are able to remain on their side of the river until flood levels reduce to allow the road network to reopen. Nevertheless, the upgrade to the corridor provides an opportunity to improve flood resilience.

Are there any cross-government initiatives to reduce the flooding issues?

Since 2017, the NSW Government has been implementing a Flood Strategy for the Hawkesbury-Nepean working with local councils and communities. Our aim is to reduce the long-term risk of flooding in the region, help communities understand and prepare for floods, and build effective emergency response and recovery when floods happen. This work is helping reduce and manage the impacts of flooding on local communities.

Will there be any property acquisition and will I be affected?

As the project progresses, there will be a need for Transport to acquire some properties. This would include both full and partial acquisitions. Transport for NSW understands property acquisition is difficult for people impacted, and we are committed to ensuring any person impacted by property acquisition as a result of our projects has full personal support at all times. A Transport for NSW Personal Manager will be available to affected property owners to help them with their specific needs as the proposal progresses.

More information about the property acquisition process is available at [Property Acquisition NSW](#)

How will the preferred option impact the local environment?

Following consideration of feedback on the preferred option, Transport for NSW will design the alignment in more detail. Transport for NSW will carry out an environmental assessment of the detailed design that will include analysis of the project's potential biodiversity, noise, Aboriginal heritage, Non-Aboriginal heritage, socio economic, air quality, flooding and traffic impacts, including proposed mitigation of any potential negative impacts. We will continue to keep the community updated as the project progresses.

What impact will the preferred option have on Inalls Lane and Southee Road?

To avoid congestion on the eastern approach to Richmond Bridge, many vehicles utilise the local road network including narrow country lanes such as Inalls Lane and Yarramundi Lane. The preferred option would upgrade Inalls Lane and provide a new road parallel to Southee Road between Castlereagh Road and Londonderry Road to separate local and through traffic. This would improve road safety and reduce congestion on these roads.

We appreciate that the new road could increase traffic noise for Southee Road and Inalls Lane residents. During the next stage of design, Transport for NSW would work with residents, Western Sydney University and Hawkesbury City Council to identify noise mitigation measures. We would also seek to identify ways to manage the visual impacts of the new road.



How will the preferred option improve active transport connections?

There is currently a lack of active transport connections between Richmond and North Richmond. During the next phase of design, Transport for NSW will work with Hawkesbury City Council, local bicycle user groups and the community to determine a preferred route and design for the active transport connection.

When will construction start?

Timeframes for construction will be developed as part of the next phase of design. Subject to planning approval, upgrades to The Driftway between Londonderry Road and Blacktown Road could be delivered as a first stage to provide early safety benefits.

How do I provide feedback on the preferred option?

Transport for NSW is seeking feedback on the preferred option until Wednesday 30 June 2021. If you would like to provide feedback, submissions should be sent to Transport via the following methods:

We will also hold two face-to-face community information sessions adhering to the COVID safe guidelines. Please do not attend if you are unwell.

Session 1: Wednesday 16 June 2021

Time: 5pm – 7pm

Location: North Richmond Community Centre
33 William Street, North Richmond

Session 2: Saturday 19 June 2021

Time: 10am – 12 noon

Location: North Richmond Community Centre
33 William Street, North Richmond

We will also hold an **online community session** on the NSW Roads Facebook page at [facebook.com/NSW Roads](https://facebook.com/NSW_Roads):

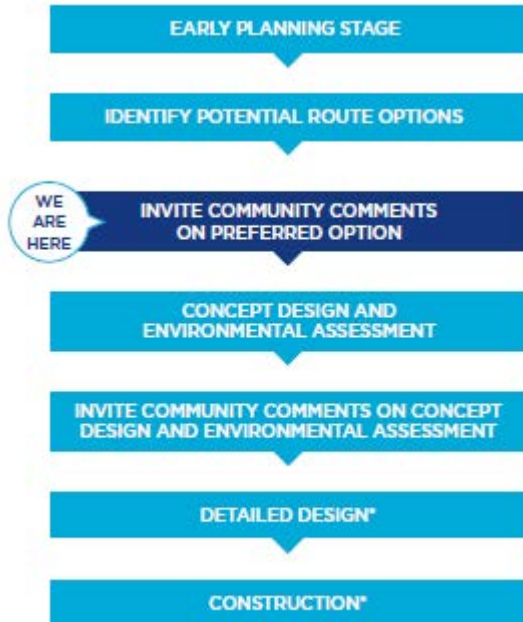
Date: Monday 28 June 2021

Time: 4pm – 5pm

You can also contact us by emailing the team at richmondbridge@transport.nsw.gov.au or call us on 1800 370 778.

What happens next?

Transport will consider all feedback from the community and stakeholders on the preferred option in the concept design phase. The environmental assessment of the proposal will provide another opportunity for the community to have their say.



* subject to planning approval