



Australian Government

BUILDING OUR FUTURE



Transport for NSW

New Richmond Bridge and traffic improvements

Preferred option consultation update | November 2021



Richmond Bridge

The Australian and NSW Governments are funding traffic improvements including a new bridge over the Hawkesbury River between Richmond and North Richmond.

Project Overview

The bridge between Richmond and North Richmond provides a vital crossing of the Hawkesbury River, and carries an average of 31,000 vehicles per day with a single lane in each direction. Without further improvements to the road network, a journey in the morning peak from North Richmond to Richmond would increase by ten minutes by 2026 compared to today.

Community feedback, traffic studies, future growth and road management over time have allowed us to understand the pressure points in the road network. Using this information, we have investigated options to improve traffic flow in the area.

What are we trying to achieve?

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
- flood resilience
- amenity and support economic development in the town centres of Richmond and North Richmond
- safety on road corridors between Richmond and North Richmond
- public and active transport connections

Consultation on the preferred option

Transport consulted with the community and stakeholders on a preferred option (Green) for the New Richmond Bridge and traffic improvements project from 7 June to 17 September 2021. Consultation included one face-to-face community information session, four Facebook Live sessions and seven targeted online resident sessions.

We received 1,721 submissions. We thank the community and our stakeholders for providing feedback on the proposal.

This is what we heard

Overall there was support for an additional crossing of the Hawkesbury River, however, respondents were split in their opinions on the preferred option, with around 60% not supporting the preferred option, and around 40% supporting it or indifferent. A number of respondents provided feedback on the other route options that had been consulted on in 2019-2020, some of which are shown in the map below.

Traffic and safety

In response to community requests, Transport provided additional information about traffic modelling during the consultation period, both on the project web page and at information sessions.

Many in the community considered that the preferred option would not solve traffic issues and just shift congestion to new locations. Feedback suggested that the available funding could be used to improve the safety and efficiency of the road network on other options.

There was general support for safety improvements along The Driftway, which would form Stage 1 of the project.

Flooding

We heard that the community and stakeholders want the project to increase flood resilience for the area. There is a portion of the community who feel that the preferred option did not adequately address flooding issues and that the available funding could be used differently to improve flood resilience on other options.

Amenity and property impacts (noise, visual and acquisitions)

Feedback highlighted concerns with amenity impacts particularly for residents in Norfolk Place, Inalls Lane and Southee Road. Residents suggested that the proposed roads be moved further away from properties to reduce these impacts.

It was requested that designs for any noise walls or mitigation measures, if required, include protection from graffiti. The visual design of any walls was also an important consideration for local residents. Avoiding impacts to mature vegetation, including pecan trees along Southee Road, were mentioned throughout the feedback received.

Bypassing North Richmond and potential economic impacts to businesses

Feedback suggests that a bypass of both town centres will free up access to both North Richmond and Richmond shops, and relieve congestion in those towns.

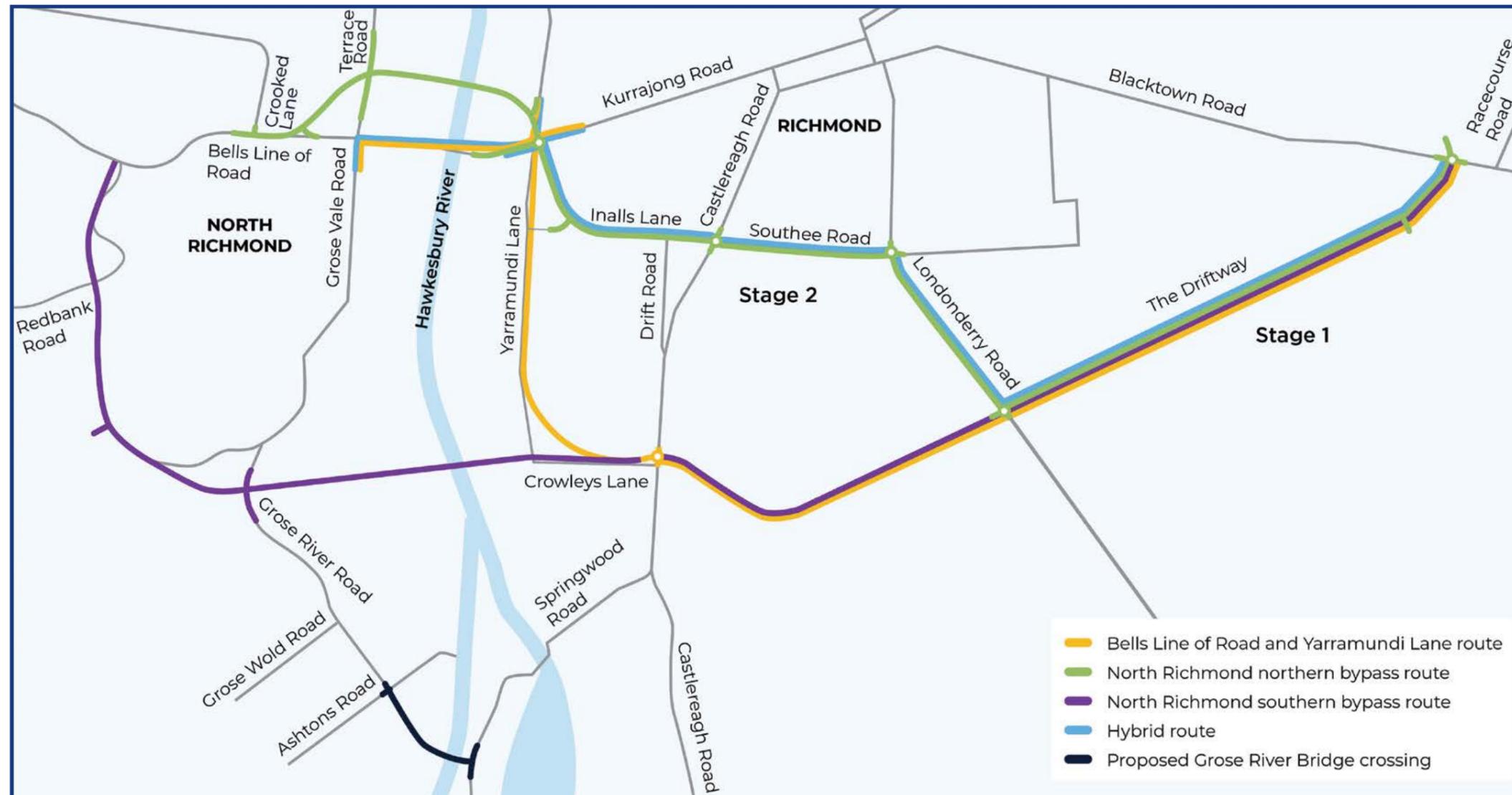
However, some respondents were concerned that the preferred option would have negative economic impacts on the shops in North Richmond, which benefit from passing trade, and felt that more analysis was needed on this issue.

Impacts to the local polo community

Some respondents felt that it was important to minimise impacts to the local polo industry, which they feel contributes greatly to the Richmond area and surrounds. Concerns included the potential for increased traffic on Old Kurrajong Road as a result of the preferred option and the safety of vehicles interacting with horses and how this would be managed. The separation and loss of polo fields and the potential flow on impacts to the polo community was also raised.

General heritage and environmental impacts

Key considerations by respondents included ensuring the local character and heritage of the area be maintained. This includes not only avoiding direct impacts to heritage properties but also considering potential construction vibration impacts on important heritage items such as Mountain View on Inalls Lane. Community members also stressed the importance of maintaining views.



Shortlisted route options for assessment during 2020

What we are doing next

The consultation feedback has provided important information about what matters to the local community. We are continuing to analyse that feedback and will also undertake further investigations and engagement with stakeholders and community on particular aspects of the project as required. This will allow us to determine a final preferred option that delivers the greatest community benefits within the allocated funding budget for the project.

Following further investigations and consultation, we will confirm a preferred option, as well as publish a consultation report, which will provide more detailed information about the feedback we received in consultation, and how Transport will take those issues into account in the next phase of the project.



Improving safety



Better, safer and more reliable trips for people, business and freight

The Driftway (Stage 1) Review of Environmental Factors

Upgrades to The Driftway between Londonderry and Blacktown Roads were common to all shortlisted options, were generally supported by the community, and will deliver early safety benefits.

Transport is progressing with the proposed upgrades to The Driftway as Stage 1 of the New Richmond Bridge and traffic improvements project.

The Review of Environmental Factors (REF) is on public display until midnight **Friday 10 December 2021**.

The planning documents and more information are available online at nswroads.work/richmond-bridge.

We will hold online community information sessions via Microsoft Teams at the following times:

- **Wednesday 24 November 2021 6-7pm**
- **Thursday 25 November 2021 12-1pm**

The sessions can be joined using the following link: nswroads.work/richmondbridgeinfosession

Project process for Stage 2



*subject to planning approval

Contact us

If you have any questions or would like to make a submission please contact us via:

 1800 370 778

 richmondbridge@transport.nsw.gov.au

 nswroads.work/richmond-bridge



If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 370 778.