



Australian Government

BUILDING OUR FUTURE



**Roads &
Maritime**

Richmond Intersection Improvements – Stage 2 March Street and Bosworth Street, Richmond

Community Consultation Report

July 2016

Executive summary

This report provides a summary of Roads and Maritime Service's community and key stakeholder consultation on a proposal for intersection improvements and parking changes.

The Australian and NSW governments are aiming to reduce congestion on Kurrajong Road, March Street and Bells Line of Road approaches to Richmond Bridge. The Australian Government has provided \$18 million in funding to improve traffic conditions at three intersections in two stages as follows:

- Kurrajong Road and Old Kurrajong Road, Richmond (Stage 1)
- March Street and Bosworth Street, Richmond (Stage 2)
- Bells Line of Road and Grose Vale Road, North Richmond (Stage 2).

Roads and Maritime sought feedback from the community and stakeholders between September and November 2015 for Stage 2 proposed projects. This report summarises comments and responses from consultation for proposed work at the intersection of March Street and Bosworth Street only. A separate Community Consultation Report is being prepared for the proposed improvements at Bells Line of Road and Grose Vale Road intersection – also part of Stage 2.

Proposed improvements to the March Street and Bosworth Street intersection include:

- Providing a dedicated right turn lane from March Street into Bosworth Street for southbound road users
- Restricting right turn movements at all times from March Street into Bosworth Street for northbound road users
- Extending the "No Stopping" zones on both sides of March Street between Chapel Street and about 100 metres east of Bosworth Street during peak periods including weekends
- Removing 41 parking spaces along March Street.

We received comments from 12 people about the March and Bosworth streets proposal. Of these people, two were supportive, seven were neutral and four were against the proposal. They raised 37 matters including safety, parking, public transport and the proposal.

We received comments from 28 people about the broader scope of work. Of these people, five were supportive, 15 were neutral and eight were against the proposal. They raised 99 matters including safety, consultation, public transport and the proposal.

We received comments from 106 people about the Bells Line of Road and Grose Vale Road intersection improvement proposal. Further breakdowns and analysis of this information will be provided in the Community Consultation Report for this proposal.

We will provide responses to all feedback through this report and directly to the people and organisations that made comments.

We thank everyone who provided comments and the community and stakeholders for considering the proposal.

After reviewing all feedback for the March and Bosworth streets intersection improvement proposal, Roads and Maritime has decided to proceed with the proposal without change. We will keep the community updated as this project progresses.

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1. Introduction

1.1. Background

In April 2011 the Australian Government allocated \$2 million to carry out planning and investigation work to reduce congestion on Richmond Bridge and approach roads between Richmond and North Richmond. In 2012 Roads and Maritime published the Richmond Bridge and Approaches Congestion Study, which identified three key intersections to be improved:

- Kurrajong Road and Old Kurrajong Road, Richmond (Stage 1)
- March Street and Bosworth Street, Richmond (Stage 2)
- Bells Line of Road and Grose Vale Road, North Richmond (Stage 2).

The Australian Government has committed a further \$18 million to improve these three intersections.

Roads and Maritime is delivering these intersection improvement projects in two stages. Stage 1 has been built and was open to traffic in October 2015. We are now progressing Stage 2 projects for environmental assessment.

1.2. The proposal

Roads and Maritime is proposing to upgrade the intersection of March Street and Bosworth Street, Richmond. The benefits of the proposal are expected to include:

- Improved travel times between Richmond and North Richmond
- Improved eastbound and westbound traffic flows between Grose Vale Road and East Market Street during peak periods
- Improved road safety for all users.

The proposed March Street and Bosworth Street intersection improvement work includes:

- Providing a dedicated right turn lane from March Street into Bosworth Street for southbound road users
- Restricting right turn movements at all times from March Street into Bosworth Street for northbound road users
- Extending the “No Stopping” zones on both sides of March Street between Chapel Street and about 100 metres east of Bosworth Street during peak periods including weekends
- Removing about 41 on street parking spaces along March Street

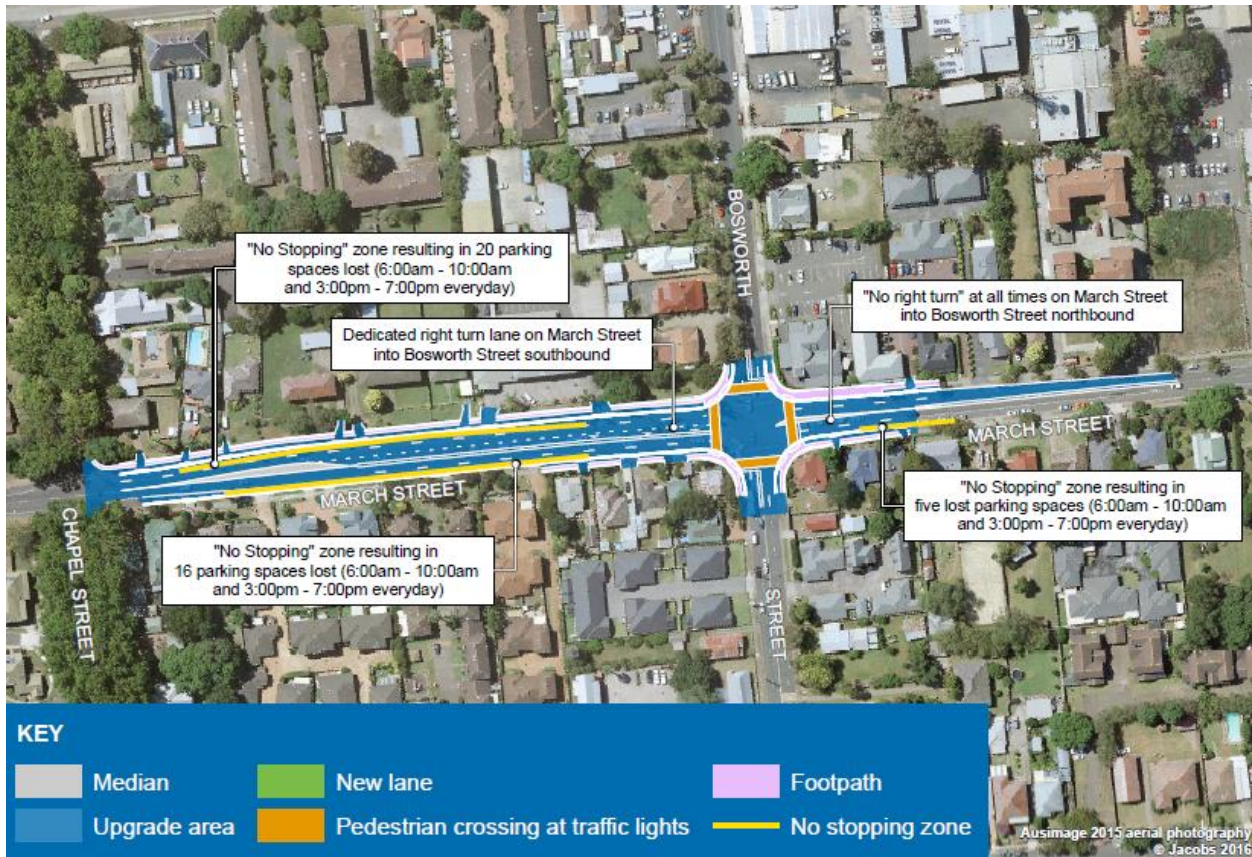


Image 1: Improvements to the intersection of March and Bosworth streets, Richmond

2. Consultation approach

2.1. Consultation objectives

We consulted with the community between September and November 2015 to:

- Seek comments, feedback, ideas, and suggestions for us to consider when developing the proposal, including consultation outcomes into the environmental impact assessment known as a review of environmental factors
- Build a database of interested and concerned community members with whom we can continue to engage during the proposal's development.

2.2. How consultation was done

We sought feedback between Friday 25 September and Sunday 29 November 2015. Community members and stakeholders were encouraged to provide their feedback via mail, email or phone contact with the project team. Our key consultation tools were:

Table 1 – How consultation was done

Stakeholder meetings and discussions	<p>The project team has held regular discussions with Hawkesbury City Council and community members who are directly impacted by the proposal through property adjustments.</p> <p>A meeting was held with the North Richmond and District Community Action Association (NRDCAA) at North Richmond Post Office, this was attended by local business owners and the project team on Friday 6 November 2015.</p> <p>Roads and Maritime presented to Hawkesbury City Council elected members and staff on Thursday 26 November 2015.</p>
Have Your Say letter September 2015 (Appendix A)	<ul style="list-style-type: none"> • Delivered to 5000 community members in Richmond and North Richmond (Appendix B). • Emailed to emergency services, schools, large businesses, hospitals and community groups in the local area. • Extra copies were left at the North Richmond post office
Extension Have Your Say letter November 2015 (Appendix C)	<ul style="list-style-type: none"> • Delivered to 5800 community members in Richmond and North Richmond (Appendix B). • Emailed to emergency services, schools, large businesses, hospitals and community groups in the local area. • Extra copies were left at the North Richmond post office.
Website page	Details of the proposal were provided on Roads and Maritime Services website and also the NSW Government's community consultation website.
Door knock	The project team doorknocked more than 70 properties at the intersection of March Street and Bosworth Street on 2 October 2015. Of the 45 community members reached eight were supportive, one was not supportive, five were against loss of parking, and 31 were neutral.

3. Consultation summary

3.1. Overview

We received comments from 12 people about the March and Bosworth streets proposal. Of these people, two were supportive, seven were neutral and four were against the proposal. They raised 37 matters including safety, parking, public transport and the proposal.

We received comments from 28 people about general work broader scope. Of these people, five were supportive, 15 were neutral and eight were against the proposal. They raised 99 matters including safety, consultation, the proposal, and public transport.

We received comments from 106 people about the Bells Line of Road and Grose Vale Road intersection improvement proposal. Further breakdowns and analysis of this information will be provided in a Community Consultation Report for this proposal.

We thank everyone who provided comments and the community and stakeholders for considering the proposal.

3.2 Feedback and Roads and Maritime's responses

Roads and Maritime has provided responses to all feedback received on this proposal. The responses are provided directly to the person who commented as well as in this report, which will be made available to the public through our website rms.nsw.gov.au

All comments have been considered to help Roads and Maritime make decisions on this proposal. Matters raised during consultation that are not within our area of responsibility have been forwarded to the relevant authority.

Table 2a – Feedback summary and Roads and Maritime’s responses – Overall proposal

Category	Matters raised	Roads and Maritime’s response
Safety 15 comments	Safety at Chapel Street intersection needs to be improved with a traffic light, roundabout or no right turn.	Roads and Maritime became aware of accessibility problems at this intersection during construction of Stage 1. This problem was generally caused by a combination of increased traffic congestion because of the Stage 1 intersection improvement and peak period traffic. Roads and Maritime did not receive any further complaints after Stage 1 was opened to traffic but we will continue to monitor the situation.
	People breaking road rules cause delays and create safety risks, this should be addressed.	<p>The proposed intersection improvements would improve traffic flow at the intersection, resulting in less congestion. By reducing congestion, it is expected that drivers would engage in less risky behaviour on the roads due to more reliable travel times.</p> <p>The enforcement of traffic laws including motorists disobeying traffic lights is a primary responsibility of NSW Police. Concerned community members are invited to contact the Richmond Local Area Command on 02 6626 0799. Additionally, we have raised this matter with NSW Police and have asked them to consider targeted enforcement.</p>
	The speed limit is too high in this area, a review is needed.	<p>In NSW Roads and Maritime is responsible for the setting and signposting safe and appropriate speed limits in accordance with the NSW Speed Zoning Guideline.</p> <p>Speed limits in NSW, as in other parts of Australia, are determined by a number of factors including the road geometry, surrounding conditions, road usage, adjacent development, vehicle types and volumes, crash history and the number of access points along the route.</p> <p>Roads and Maritime aims to provide consistent speed limits for motorists on NSW roads, which accurately reflect the road and surrounding environment in line with the guidelines. Roads and Maritime carried out speed limit reviews in 2008 and 2012 on the Bells Line of Road. At that time the speed limits were considered to be appropriate and in accordance with the guideline.</p>
Consultation 13 comments	Lack of responsiveness to the consultation process.	<p>During the consultation process, Roads and Maritime generally sends an email to community members thanking them for their feedback and informing them of the process following the consultation period. This was done during consultation for this proposal.</p> <p>Following consultation, we provide responses to all feedback through this report and directly to the people and organisations that made comments.</p>
	The consultation notification was not distributed to enough people, consultation should also have been advertised in	Roads and Maritime distributed the September ‘have your say’ notification to 5000 community members in Richmond and North Richmond, extra copies were left at North Richmond post office and the notification was emailed to emergency services, schools, large businesses, hospitals and community groups in the local area.

Category	Matters raised	Roads and Maritime's response
	local newspapers.	The November extension of consultation notification was delivered to 5800 community members in Richmond and North Richmond and also left at the post office and sent to key stakeholders. Media releases about the consultation were distributed to media outlets. Roads and Maritime does not generally advertise consultation periods for these size proposals.
	A community meeting should have been held.	Roads and Maritime regularly holds community information sessions for consultation for major projects, usually when we are displaying an environmental impact assessment, however we do not generally hold community information sessions for these types of proposals. The project team has held regular discussions with Hawkesbury City Council and community members who are directly impacted by the proposal through property adjustments. A meeting was held with the North Richmond and District Community Action Association (NRDCAA) at North Richmond Post Office, this was attended by some local business owners and the project team on Friday 6 November 2015. Roads and Maritime presented the proposal to Hawkesbury City Council elected members and staff on Thursday 26 November 2015. The project team also door knocked properties at the two intersections over two days in October 2015.
	There has been a lack of consultation.	We used a number of methods to inform the community and stakeholders about this proposal including: <ul style="list-style-type: none"> • Meeting with key stakeholders including Hawkesbury City Council, the North Richmond and District Community Action Association (NRDCAA), and community members directly impacted by the proposal through property adjustments • Distributing 5000 community updates to residents and businesses in the local area in September 2015 and then 5800 in November 2015 • Door knocking more than 250 properties at the two intersections over two days in October 2015. • Leaving copies of the two notifications at the North Richmond post office. • Emailing key stakeholders including council, emergency services, government agencies and community groups • Providing information on the Roads and Maritime website and the NSW Government's community consultation website.

Category	Matters raised	Roads and Maritime's response
<p>Proposal 57 comments</p>	<p>The short term solutions will not ease congestion, a long term solution (Richmond Bridge duplication) is needed.</p>	<p>In 2012 Roads and Maritime published the Richmond Bridge and Approaches Congestion Study report, which identified three key intersections to be upgraded.</p> <p>In February 2013, Roads and Maritime published the Richmond Bridge and Approaches Congestion Study – Preferred Short-term and Long-term Options Report, which recommends short-term to 2021 and long-term to 2036 options to address congestion on Richmond Bridge and its approaches.</p> <p>The study assessed traffic movements, considered environmental and heritage issues, safety concerns and the bridge's structural integrity. This work is part of the short-term to 2021 solution. The duplication of Richmond Bridge and provision of four lanes between Richmond and North Richmond is part of the long term solution.</p> <p>Roads and Maritime has assessed the cost to benefit ratio for the proposed short term solutions by considering reduction in travel times and improvements to road safety. This assessment indicates that the short term solutions would provide significant improvements to network efficiency within this precinct.</p>
	<p>A bypass of Richmond and North Richmond should be considered as an alternative to this proposal.</p>	<p>Options that bypass the towns of Richmond and North Richmond were not considered in the Richmond Bridge and Approaches Congestion Study - Preferred Short-term and Long-term Options Report. Future road improvements will be examined as part of the overall transport planning for the north-west region of Sydney.</p>
	<p>Growth in the area should be considered as part of planning for the intersection improvements</p>	<p>In February 2013, Roads and Maritime published the Richmond Bridge and Approaches Congestion Study - Preferred Short-term and Long-term Options Report, which recommends short-term to 2021 and long-term to 2036 options to address congestion on Richmond Bridge and its approaches. The intersection improvements consider expected growth in the Richmond and North Richmond areas to 2021 at the time the report was prepared.</p>
	<p>The no right turn, west from Old Kurrajong Road into Kurrajong road should be maintained</p>	<p>This proposal maintains the existing no right turn (between 3pm and 7pm) west from Old Kurrajong Road into Kurrajong Road, which are considered to be the peak period when restricting the turn helps with traffic flow.</p>
<p>Pedestrians, cyclists and access Three comments</p>	<p>Bike lanes are needed in the area and all road upgrades should give regard to road cycling standards</p>	<p>There are bike lanes in some sections of Kurrajong Road. To limit impacts on private property, further bike lanes were not considered as part of this project.</p> <p>A shared path was considered during the development of the Richmond Bridge and Approaches Congestion Study, at this time it was determined that a shared path connecting Richmond to North Richmond would be provided as part of the long-term solution for the area. All road improvements follow road safety standards.</p> <p>The NSW Government is committed to working with councils to make walking and cycling safer,</p>

Category	Matters raised	Roads and Maritime's response
		<p>more convenient and enjoyable transport options that benefit everyone. By better targeting investment to improve walking and cycling in areas where most short trips occur, the NSW Government aims to support more accessible, liveable and productive towns, cities and centres and free up capacity on our roads and public transport system for those customers that need to travel further. Funding for provision of facilities such as shared paths and dedicated bicycle lanes is available to Council's through NSW Government Active Transport Program.</p>
	<p>More needs to be done to improve pedestrian access in the area. A pedestrian path is needed between Richmond and North Richmond</p>	<p>This proposal does not impact current pedestrian movements. A pedestrian path was considered during the development of the Richmond Bridge and Approaches Congestion Study, at this time it was determined that a shared path connecting Richmond to North Richmond would be provided as part of the long-term solution for the area.</p> <p>A Hawkesbury Mobility Plan incorporating a bike plan and pedestrian access and mobility plan, is available on Council's website at www.hawkesbury.nsw.gov.au/roads/hawkesbury-mobility-plan</p>
	<p>Improvements to the intersection of Lennox Street and Bosworth Street are needed because heavy vehicles mount the footpath.</p>	<p>Improvements to the intersection of Lennox Street and Bosworth Street are outside of the scope of this proposal, however, Roads and Maritime will continue to monitor the operation of the network and investigate further treatments/improvements in the future</p>
<p>Public transport One comment</p>	<p>Bus services in the area need to be improved.</p>	<p>The objectives of this proposal are to reduce traffic congestion and improve safety in the Richmond and North Richmond areas.</p> <p>Roads and Maritime has referred your request to Busways for its consideration.</p>
<p>Stage 1 Four comments</p>	<p>Stage 1 work has been ineffective in easing congestion in the area.</p>	<p>The expected benefits of the short term solution would not be fully realised until all three intersections are upgraded.</p> <p>The expected cumulative time saving for westbound motorists once all three intersection improvements have been completed is 8.5 minutes.</p>

Table 3b – Consultation overview – March Street and Bosworth Street, Richmond

Category	Matters raised	Roads and Maritime response
<p>Proposal</p> <p>19 comments</p>	<p>The intersection needs to be widened more than what is proposed as turning trucks often hold up traffic.</p>	<p>The widening of the intersection will provide additional capacity for all vehicles. We have considered the turning movements of a standard truck and 19-metre semi-trailer, as part of the proposal so as to prevent vehicles of this size encroaching on other lanes or the footpaths.</p> <p>Both March Street and Bosworth Street (South) are identified as B-Double Routes, which means that B-Double movements need to be accommodated in the intersection. Turning B-Doubles will need to travel more slowly and may take up more than one lane (in the same direction of travel). However, these movements are permissible under Road Rules, not frequent and will be less of a disruption than the current situation.</p>
	<p>Dedicated right turn lanes southbound and northbound are needed from Bosworth Street onto March Street.</p>	<p>Traffic modelling was carried out for this intersection, it did not indicate that dedicated right-turn lanes southbound and northbound from Bosworth Street onto March Street were needed to improve traffic flow at this intersection.</p>
	<p>A no right turn into East Market Street from March Street is needed.</p>	<p>As this section of East Market Street is a state road, Roads and Maritime prefers not to reduce accessibility to the intersection as this would likely divert traffic to the local road network increasing congestion for local residents.</p>
	<p>Right turn traffic light arrows are needed at the intersection of Bosworth Street and March Street.</p>	<p>The proposal includes a dedicated right turn lane from March Street onto Bosworth Street, southbound and no right turn from March Street onto Bosworth Street northbound. No changes are proposed to Bosworth Street. Traffic lights include right turn green arrows and phasing at the intersection will be modified in accordance with the proposal.</p>
	<p>The northbound right turn from March Street into Bosworth Street should be maintained for the convenience of local residents.</p>	<p>Roads and Maritime must carefully balance the need to provide a road network that facilitates smooth traffic movements while accommodating the needs of the local community. Traffic modelling included in the February 2013 Richmond Bridge and Approaches Congestion Study – Preferred Short-term and Long-term Options Report suggests that the removal of the northbound right turn from March Street into Bosworth Street would ease congestion and improve traffic conditions.</p> <p>The right turn restriction is less convenient for local residents however there are several</p>

Category	Matters raised	Roads and Maritime response
		similar alternatives available to maintain connectivity.
	Right turns into Chapel Street should be banned as they impact on traffic flow.	There is sufficient road width at this site for through traffic to safely pass vehicles that are waiting to turn right into Chapel Street. There are currently no identifiable safety issues associated with these movements and accordingly the installation of No Right Turn cannot be supported. .
	Site lines should be improved for traffic driving across March Street onto Francis Street.	The objectives of this proposal are to reduce traffic congestion and improve safety in the Richmond and North Richmond areas. Improvements at Francis Street are not within the scope of this proposal. Roads and Maritime has referred your concern to Council to consider this issue in planning for future work in the area.
	The proposal would result in increased congestion in the area.	<p>In February 2013, Roads and Maritime published the Richmond Bridge and Approaches Congestion Study – Preferred Short-term and Long-term Options Report, which recommends short-term to 2021 and long-term to 2036 options to address congestion on Richmond Bridge and its approaches. The study assessed traffic movements, considered environment and heritage, safety and the bridge’s structural integrity.</p> <p>It was determined that the short-term solution of improving the three key intersections would provide significant reduction of congestion. The expected cumulative time saving for westbound motorists once all three intersection improvements have been completed is about 8.5 minutes</p>
	A clearway should be considered between Windsor Street and March Street.	<p>The objectives of this proposal are to reduce traffic congestion and improve safety in the Richmond and North Richmond areas.</p> <p>Improvements at Windsor Street are not within the scope of this proposal, Roads and Maritime will consider this issue in planning for future work in the area.</p> <p>The proposal includes extending the “No Stopping” zones on both sides of March Street between Chapel Street and about 100 metres east of Bosworth Street during peak periods</p>

Category	Matters raised	Roads and Maritime response
		including weekends.
	Improvements to March and Bosworth streets should encourage through traffic to Lennox Street and Blacktown Road.	The dedicated right turn lane on March Street into Bosworth Street southbound will encourage through traffic to Lennox Street and Blacktown Road.
	More information is needed about impacts to KFC store because of property adjustment and road landscape changes.	Roads and Maritime negotiates property adjustments with individual owners on a case by case basis.
Safety Five comments	The gradient of the footpath in this area is dangerous and needs to be improved.	Footpath gradients on March Street have been checked and are not considered to be excessively steep. There is no plan to improve the existing footpath.
	Pedestrian lights that count down the time people have to cross the road should be installed at the intersection.	A trial of pedestrian countdown timers found that timers work best at intersections where pedestrians are the only people on the road with a green light. Pedestrian countdown timers are currently being installed across NSW at busy intersections to improve pedestrian safety. This intersection has not currently been identified as an installation site.
	The proposal would create safety issues for people exiting private properties on March Street.	This proposal limits the impact to private property and minimises property acquisition. Conditions for private property owners would not be significantly altered for private properties on March Street.
	A red light speed camera	Roads and Maritime Services has assessed your request for a red light speed camera at the

Category	Matters raised	Roads and Maritime response
	is needed at the intersection of March and Bosworth Streets.	<p>intersection of March Street and Bosworth Street, Richmond.</p> <p>Red Light Speed Cameras are designed to improve road safety at intersections with traffic lights across NSW by reducing the number and severity of crashes. Sites for Red Light Speed Cameras are selected using strict criteria developed by the NSW Centre for Road Safety, which includes the cost of crashes to the community, road conditions and crash history. The crash history at this intersection does not meet the criteria for a Red Light Speed Camera at this time.</p> <p>The enforcement of traffic laws including motorists disobeying traffic signals remains a primary responsibility of the NSW Police Force. Concerned community members are invited to contact the Richmond Local Area Command on 02 6626 0799. Additionally, we have raised this matter with NSW Police and have asked them to consider targeted enforcement.</p> <p>In addition to this, the NSW Centre for Road Safety has set up the Safer Roads website saferroadsnsw.com.au, which gives motorists the opportunity to nominate intersections or lengths of road where they feel enforcement is needed.</p>
Out of scope One comment	The entry and exit points for the KFC store cause traffic delays, they should be placed elsewhere.	Entry and exit points for businesses are determined as part of the development approval process with local Councils. Roads and Maritime do not have the authority to move the entry and exit points for the KFC store.
Parking Eight comments	The loss of parking would result in considerable inconvenience to local residents and businesses.	Roads and Maritime must carefully balance the need to provide a road network that facilitates smooth traffic movements while accommodating the needs of the local community. In this case, parking has been reduced or restricted for safety reasons and alternate off-street parking is available close by. A parking study was carried out which indicated that the various parking spaces have low to high demand. The parking study found that there is sufficient alternative parking available on Chapel Street, West Market Street and March Street.
	Parking restrictions will impact deliveries for businesses.	Some parking would remain in place on Bosworth Street and March Street. In addition many of the local businesses have off street parking which can be used.
Public transport	Where will bus stops be located following the improvement work?	There is no bus stop relocation proposed as part of this work.

Category	Matters raised	Roads and Maritime response
One comment		
Visual impacts Two comments	The widening of the intersection would adversely impact the streetscape.	The streetscape was considered in the planning of this proposal through the preparation of a visual impact assessment. No significant impacts to the streetscape were found as part of this assessment. Roads and Maritime has prepared a landscape plan detailing proposed new street tree planting, to be implemented following construction
	Where is the electronic message sign going to be located?	An optimal location for the proposed sign is currently being investigated. Residents will be consulted on this proposal later in 2016.
Social One comment	Loss of business as a result of the no right turn from March Street.	Roads and Maritime must carefully balance the need to provide a road network that facilitates smooth traffic movements while accommodating the needs of the local community. We have considered impacts on local businesses as part of a social impact assessment during preparation of the Review of Environmental Factors for the proposal. The assessment found that the proposal would not result in significant changes to traffic behaviours in Bosworth Street, and businesses would not experience a noticeable reduction in passing traffic. The Review of Environmental Factors therefore did not consider the impacts on local businesses to be significant. You can make a claim by sending your contact details, details of the claim, proof of ownership, occupation and details of your claim to: Liability Claims Team Transport Shared Services PO Box 6464 SILVERWATER NSW 1811 Or public.liability@rms.nsw.gov.au

4. Decision

We thank everyone who provided comments and the community and stakeholders for considering the proposal.

After reviewing the feedback for the March and Bosworth streets intersection improvements, Roads and Maritime has decided to proceed with the project without change.

5. Next steps

Roads and Maritime will finalise the detailed design and environmental assessment for the project.

We will continue to keep the community informed of the project as it progresses.

6. Appendices

6.1. Appendix A – Have your say letter, September 2015



Northern Territory Government
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Roads & Maritime

Richmond Intersection Improvements - have your say

September 2015

The Australian and NSW governments are aiming to reduce congestion on Kurrajong Road, March Street and Bells Line of Road, on approach to Richmond Bridge. The Australian Government has committed \$18 million in funding to improve traffic conditions at three intersections. Roads and Maritime Services started the first stage of Improvement work in March 2015 and is now inviting feedback on the proposed Improvement work for Stage 2. Comments close on **Wednesday 14 October 2015**.

Background

In April 2011 the Australian Government allocated \$2 million to carry out planning and investigation work to alleviate traffic congestion on Richmond Bridge and adjoining approach roads between Richmond and North Richmond areas. In 2012, Roads and Maritime published the Richmond Bridge and Approaches Congestion Study Report, which identified three key intersections to be upgraded.

- Kurrajong Road and Old Kurrajong Road, Richmond (Stage 1)
- Bells Line of Road and Grose Vale Road, North Richmond (Stage 2)
- March Street and Bosworth Street, Richmond (Stage 2).

The Australian Government has committed a further \$18 million to upgrade the three intersections.



Stage 2 Improvement work

Roads and Maritime is proposing to upgrade the intersections at Bells Line of Road and Grose Vale Road, North Richmond and March Street and Bosworth Street, Richmond.

The proposed Bells Line of Road and Grose Vale Road intersection improvements include:

- Extending the dedicated right turn lane on Bells Line of Road into Grose Vale Road for southbound traffic
- Providing two dedicated right turn lanes on Grose Vale Road into Bells Line of Road for eastbound traffic
- Providing a dedicated right turn lane on Terrace Road into Bells Line of Road for westbound traffic
- Providing a dedicated left turn lane on Terrace Road into Bells Line of Road for eastbound traffic
- Extending the dedicated right turn lane on Bells Line of Road to Terrace Road for northbound traffic
- Providing two westbound lanes from Pitt Lane to approximately 90 metres west of Grose Vale Road
- The removal of 21 parking spaces as shown on the map below
- Relocation of bus zones as shown on the map below

Project benefits

The main benefits of the proposal include:

- Improved travel times between Richmond and North Richmond
- Improved eastbound and westbound traffic flows between Grose Vale Road and East Market Street during peak periods
- Reduced travel times and lower transport costs
- Minimised negative impacts on adjacent roads and intersections
- Improved road safety for all users

TO KURRAJONG ←



- The proposed March Street and Bosworth Street Intersection Improvement work includes:
- Providing a dedicated right turn lane from March Street into Bosworth Street for southbound traffic
 - Restricting right turn movements at all times from March Street into Bosworth Street for northbound traffic
 - Extending the "No Stopping" zones on both sides of March Street between Chapel Street and about 100 metres east of Bosworth Street during peak periods including weekends
 - The removal of 41 parking spaces as shown on the map

Proposed work hours

To minimise long term impacts on residents and road users, Roads and Maritime will carry out as much of the proposed work as possible during the day.

However, due to high traffic volumes, Roads and Maritime anticipate that a large portion of the work will need to be carried out at night.

Residents will be notified in advance of any night work.



Intersection of Bella Lane Road and Cross Vale Road, North Richmond



Stage 1 Improvement work

Roads and Maritime consulted with the community and stakeholders in August 2014 on plans to upgrade the intersection at Kurajong Road and Old Kurajong Road as part of the Richmond Intersection Improvement program.

Stage 1 improvement work was approved in February 2015. A copy of the Community Consultation Report summarising the comments, responses and details of the decision can be viewed or downloaded from the Roads and Maritime website at www.rms.nsw.gov.au/projects/sydneywest and search for Richmond Intersection Improvements.

Stage 1 work started in March 2015 and is expected to be completed by late October 2015, weather permitting.

Roads and Maritime has banned outbound right turns on Kurajong Road into Old Kurajong Road for the duration of the work to ensure the safety of workers and to reduce congestion during construction.

Work hours

This work is being carried out during the day between 7am and 6pm from **Monday to Friday**, and from 8am to 1pm on **Saturdays**, excluding Sundays and public holidays, weather permitting.

To minimise traffic impacts night work started on **Tuesday 2 June** and will continue for the duration of the project between 8pm and 5am from **Sunday to Friday**, excluding public holidays, weather permitting. If you have any questions about Stage 1 work please contact our delivery partner DownerMouchel on 1800 332 660 or email enquiries_rmw@downermouchel.com



Intersection of Kurajong Road and Old Kurajong Road, Richmond

Traffic Control

To ensure the safety of road users and workers, lanes may need to be closed while work is carried out. Please follow the direction of traffic controllers, adhere to reduced speed limits and follow traffic signs.

Up to date information, including any date changes and detours will be displayed on electronic message signs along the road or visit www.livetraffic.com

Other projects in the area

Bells Line of Road

In 2012, the Australian and NSW Governments jointly released the Bells Line of Road Long Term Strategic Corridor Plan. The Plan outlined the short, medium and long term developments on this road corridor that are needed to improve road safety and maintain traffic efficiency. As part of the Bells Line of Road Program seven overtaking lanes were identified as a priority for the road corridor along with a package of road safety improvements.

The safety improvements include:

- New and revised signage
- Line marking improvements
- Introduction of central medians
- Shoulder widening

This work is currently underway.

To read the latest community update and to find out more about the upcoming work visit the Roads and Maritime website at www.rms.nsw.gov.au/roadprojects

Proposed electronic message signs on March Street, Richmond

Roads and Maritime will be seeking feedback on a NSW Government proposal to install a permanent electronic message sign on March Street, Richmond between West Market Street and Bosworth Street later this year. The sign would provide up to date information on traffic conditions and provide advance notification for incidents along the Bells Line of Road corridor.

If you would like to be kept up to date about the proposal please email enquiries_rmw@downermouchel.com

Have your say

Roads and Maritime is seeking feedback on Stage 2 improvement work and would appreciate your feedback by **Wednesday 14 October 2015**. You can provide your comments to our delivery partner by:

Email: enquiries_rmw@downermouchel.com

Mail: DownerMouchel, Richmond Intersection Improvements - Stage 2, PO Box 646, North Ryde NSW 2113

For more information

For more information, please contact the project team on:

Phone: 1800 332 660 (during business hours)

Email: enquiries_rmw@downermouchel.com

Mail: DownerMouchel, Richmond Intersection Improvements - Stage 2, PO Box 646, North Ryde NSW 2113

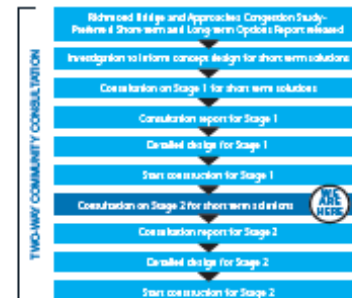
More information is also available at rms.nsw.gov.au by searching 'Richmond Intersection Improvements'.

What happens next?

All comments received will be considered in finalising the project design. Any previous feedback received during consultation on Stage 1 will also be considered as part of the decision process.

A Community Consultation Report summarising issues raised during this consultation and responses to each issue will be available on the Roads and Maritime website.

Roads and Maritime will continue to liaise with the community throughout this project.



Translating and Interpreting Service

If you need an interpreter, please call TIS National on 131 450 and ask them to call DownerMouchel on 1800 332 660.

Arabic

إذا كنت بحاجة إلى مترجم، يرجى الاتصال بخدمات الترجمة الوطنية والتعبئة (TIS National) على رقم 131 450

1800 332 660 أو الاتصال بـ DownerMouchel على رقم 1800 332 660

Caribbean

Caribbean Creole: 131 450 Caribbean Creole: 131 450

Caribbean Creole: 131 450 Caribbean Creole: 131 450

Mandarin

如果您需要口译员，请拨打 131 450 联系翻译和口译服务局 (TIS National)。 要求他们 致电 1800 332 660 联系 DownerMouchel。

Greek

Αν χρειάζεστε διαμνημό, παρακαλούμε να τηλεφωνήσετε στην Υπηρεσία Μετάφρασης και Διαμνημό (TIS National) στο 131 450 ή σε κάποιο πλησιέστερο κέντρο εξυπηρέτησης πελάτη DownerMouchel στο 1800 332 660.

Russian

Если вам нужен переводчик, то позвоните в Службу межкультурного и языкового перевода (TIS National) по номеру 131 450 или в ближайшее представительство DownerMouchel по номеру 1800 332 660.

Korean

한국어가 필요하시면 번역통역서비스 (TIS National)에 131 450 으로 연락하여 여들에게 1800 332 660 번호로 DownerMouchel에 전화 하도록 요청하십시오.

Vietnamese

Nếu cần thông ngôn viên, xin gọi dịch vụ Dịch Vụ Thông Phiên Dịch (TIS Tolk Quốc) qua số 131 450 và nhờ họ gọi cho DownerMouchel qua số 1800 332 660.



September 2015
RMS 15.011



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6.2. Appendix B – Have your say distribution map, September 2015



6.3. Appendix C – Have your say letter extended consultation, November 2015




Richmond Intersection Improvements - have your say

November 2015

The Australian and NSW governments are aiming to reduce congestion on Kurrajong Road, March Street and Belts Line of Road, on approach to Richmond Bridge.

The Australian Government has committed \$18 million in funding to improve traffic conditions at three intersections. We invited feedback on Stage 2 in October 2015 and have extended the closing date for feedback to **Sunday 29 November**.

Roads and Maritime Services completed Stage 1 work in October 2015. As part of Stage 2 work, Roads and Maritime is proposing to upgrade the intersections at Belts Line of Road and Grose Vale Road, North Richmond and March Street and Bosworth Street, Richmond.

Stage 1 Improvement work

Roads and Maritime consulted with the community and stakeholders in August 2014 on plans to upgrade the intersection at Kurrajong Road and Old Kurrajong Road as part of the Richmond Intersection Improvement program. Work started in March 2015 and was completed in late October 2015.

Project benefits

The main benefits of the proposal include:

- Improved travel times between Richmond and North Richmond
- Improved eastbound and westbound traffic flows between Grose Vale Road and East Market Street during peak periods
- Reduced travel times and lower transport costs
- Minimised negative impacts on adjacent roads and intersections
- Improved road safety for all users.


Intersection of March Street and Bosworth Street, Richmond



Proposed work

The proposed Belts Line of Road and Grose Vale Road Improvement work includes:

- Extending the dedicated right turn lane on Belts Line of Road into Grose Vale Road for southbound traffic
- Providing two dedicated right turn lanes on Grose Vale Road into Belts Line of Road for eastbound traffic
- Providing a dedicated right turn lane on Terrace Road into Belts Line of Road for westbound traffic
- Providing a dedicated left turn lane on Terrace Road into Belts Line of Road for eastbound traffic
- Extending the dedicated right turn lane on Belts Line of Road to Terrace Road for northbound traffic
- Providing two westbound lanes from Pitt Lane to approximately 90 metres west of Grose Vale Road
- The removal of 21 parking spaces as shown on the map below
- Relocation of bus zones as shown on the map.



The proposed Belts Line of Road and Grose Vale Road improvements



The proposed March Street and Bowworth Street intersection improvement

The proposed March Street and Bowworth Street intersection improvement work includes:

- Providing a dedicated right turn lane from March Street into Bowworth Street for southbound traffic
- Restricting right turn movements at all times from March Street into Bowworth Street for northbound traffic
- Extending the "No Stopping" zones on both sides of March Street between Chapel Street and about 100 metres east of Bowworth Street during peak periods including weekends
- The removal of 41 parking spaces as shown on the map.

Roads and Maritime is carrying out a parking study as part of planning for the proposal.

Further information is available on our website at rms.nsw.gov.au by typing 'Richmond Intersection Improvements' into the search bar.

Proposed work hours

To minimise long term impacts on residents and road users, Roads and Maritime will carry out as much of the proposed work as possible during the day.

However, due to high traffic volumes, Roads and Maritime anticipate that a large portion of the work will need to be carried out at night.

Residents will be notified in advance of any night work.



How can you give feedback?

You can provide your comments to our delivery partner by:

Email: enquiries_nsw@downermouchel.com
Mail: DownerMouchel, Richmond Intersection Improvements - Stage 2, PO Box 6465, North Ryde NSW 2113

We will carefully consider your feedback and continue to keep you updated as the project progresses.

For more information

For more information, please contact the project team on:

Phone: 1800 332 660 (during business hours)
Email: enquiries_nsw@downermouchel.com
Mail: DownerMouchel, Richmond Intersection Improvements - Stage 2, PO Box 6465, North Ryde NSW 2113

More information is also available at rms.nsw.gov.au by searching 'Richmond Intersection Improvements'.

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Chinese: 如需普通话翻译，请致电 131 450 联系翻译和口译服务 (TIS National)。如需他们致电 1800 332 660 联系 DownerMouchel。
Mandarin: 如果你需要口译或翻译，请拨打 131 450 联系翻译和口译服务 (TIS National)。如需他们致电 1800 332 660 联系 DownerMouchel。

Greek: Αν χρειάζεστε διαμυστική, μεταφραστική ή τηλεφωνική ομήγυρη (Εξυπηρέτηση και Διαμυστικότητα) (Εξυπηρέτηση TIS) στο 131 450 ή στο 1800 332 660. DownerMouchel στο 1800 332 660.

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