



Australian Government

**BUILDING OUR FUTURE**



# Richmond Bridge duplication and traffic improvements

Community update – route investigation

November 2019



Aerial view of Richmond Bridge

The Australian and NSW Governments have allocated \$250 million to deliver traffic improvements including an additional bridge between Richmond and North Richmond.

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.

In 2013, Roads and Maritime Services prepared the *Richmond Bridge and approaches congestion study: preferred short-term and long-term options report*. The study identified the need for additional bridge capacity and three intersections upgrades to improve travel times and journey time reliability and provide for future growth.

So far we have:

- upgraded the intersection of Kurrajong Road and Old Kurrajong Road
- upgraded the intersection of Bells Line of Road and Grose Vale Road
- started pre-construction work to upgrade the intersection of March Street and Bosworth Street.

We are now investigating potential routes to duplicate Richmond Bridge to further improve traffic conditions in North Richmond and Richmond. We have been working with a community working group since early 2019 to investigate potential route options. We are now offering the wider community a chance to comment on the work carried out so far.



# Richmond Bridge duplication and traffic improvements project - potential routes



## Potential routes

Roads and Maritime is investigating a range of potential route options to reduce traffic congestion between Richmond and North Richmond. The options include bridge duplication and potential bypass routes of the townships to provide capacity for future traffic.

We are in the process of investigating the advantages and limitations of each option. We will consider costs, the overall benefits, potential impacts and your feedback before deciding on a preferred option to progress.

All options would involve keeping the existing bridge, intersection improvements and improvements to The Driftway. There is also the potential for sections of the route options to be combined to create hybrid route options. Improvements may be delivered in stages.

### The Driftway upgrades

Improvements to sections of The Driftway will be investigated for all options. This could include intersection upgrades and safety improvements to the road surface and width.

### Bells Line of Road and Yarramundi Lane route

- This route would bypass Richmond by upgrading Yarramundi Lane and Crowleys Lane to connect to The Driftway
- The existing Bells Line of Road through North Richmond would provide two lanes in each direction between Terrace Road and Old Kurrajong Road
- The existing bridge would be converted to two westbound lanes
- A new bridge would be built 20–60 metres downstream of the existing bridge with two eastbound lanes
- Reducing traffic in Richmond town centre and improving amenity.

### Beaumont Avenue route

- A variation of Yarramundi Lane route with Beaumont Avenue upgraded with two eastbound lanes and one westbound lane reducing the need to widen Bells Line of Road through North Richmond town centre
- A new bridge would be built about 140 metres downstream of the existing bridge, with two new lane eastbound west of Old Kurrajong Road.

### North Richmond northern bypass route

- Bypasses North Richmond to the north and Richmond to the south reducing traffic in both town centres and improving amenity
- New two way, two lane bridge 600m downstream of existing bridge
- Various route options are being considered within a wider corridor between Kurrajong Road and an improved Inalls Lane
- A new road parallel to Southee Road between Castlereagh Road and Londonderry Road to separate local and through traffic
- Provides a shorter connection between Kurrajong Road and the existing road network to improve travel times.

### North Richmond southern bypass route

- Bypasses Richmond and North Richmond to the south reducing traffic in both town centres and improving amenity
- A new two way, two lane bridge 2.4 kilometre upstream of the existing bridge.

### 2013 Option

- Identified as the preferred option in the Richmond Bridge and approaches congestion study: preferred short-term and long-term options report
- A new bridge 25–50 metres downstream of the existing bridge and capacity improvements along the existing Bells Line of Road and Kurrajong Road through Richmond and North Richmond between Terrace Road and East Market Street.

The final route option will aim to minimise impacts on properties. As we are in the early stages of investigating potential routes, we have not finalised the impact to property owners. However, Roads and Maritime will be in contact with affected property owners as the project progresses.

More information about the property acquisition process is available at [www.propertyacquisition.nsw.gov.au](http://www.propertyacquisition.nsw.gov.au)

## 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 travel times and journey time reliability
- improve connectivity between Bells Line of Road and the main road network
- improve resilience during floods
- support economic development in the town centres of Richmond and North Richmond
- improve safety along the road corridor between Richmond and North Richmond
- improve public and active transport connections.

## Where are we now?

We are working closely with Hawkesbury and Penrith City Councils, Infrastructure NSW, State Emergency Services and key community groups in developing the potential routes. These routes will form the basis of an options report to be released in 2020.

To help us ensure we better understand local issues and views, we have established a representative Community Working Group as our first step in engaging with the local community. Throughout 2019 we have worked closely with this group, who have assisted in identifying potential routes for further investigation, based on the community's needs. The valuable input and collaboration from this group, and our preliminary investigations will form part of the options report which will be released in 2020 and supported by widespread community consultation. The preliminary investigation work includes:

- modelling future traffic scenarios
- reviewing public transport services
- Aboriginal and non Aboriginal heritage
- flooding
- urban design
- socio-economics and property.

## Has a decision been made on the preferred route?

We have identified a range of potential routes together with the Community Working Group. There has been no decision on the preferred route at this stage. We are currently investigating the merits and feasibility of the options and we want to hear your feedback.

You can contact us by email, phone or online. We will be holding community information sessions in December so you can speak with our project team in person.

## How are we improving flood resilience?

This project takes into consideration the *Hawkesbury-Nepean Valley Flood Risk Management Strategy (2019)*, a long-term plan to reduce flood risk.

The existing Richmond Bridge is closed in relatively minor flood events. We are investigating the route options at a range of heights to improve access between east and west of the Hawkesbury River. We will consider the costs, benefits and impacts of each option as we develop the options report.



Traffic on Richmond Bridge

## Community Working Group

In 2019 we formed a Community Working Group to play a key role in providing local knowledge to assist in developing a range of potential routes for the proposal.

This group has been identified from key stakeholders within the community, and is made up of local community, business, environmental, heritage and flood advisory groups.

## What are the next steps?

We want to hear your feedback as we investigate potential routes. Please provide your feedback before **20 December 2019** to ensure it is considered in the options report.

We will have community information sessions during December 2019, so you can meet the project team in person to ask questions.

Together with our preliminary investigations, your feedback will assist us to propose a preferred route option.

The options report will be released in 2020 and you will have a further opportunity to provide feedback before the preferred option is confirmed.

We would then progress the preferred option to concept design and environmental assessment.

If you want to join our email list for project updates please email us at [richmondbridge@rms.nsw.gov.au](mailto:richmondbridge@rms.nsw.gov.au)

## How can I get involved?

We will hold two community information sessions where the project team will be there to answer your questions, take feedback and discuss the route investigations.

### Session 1

Location: North Richmond Community Centre  
33 William Street, North Richmond  
Time: Wednesday 4 December 5pm-7pm

### Session 2

Richmond Community Services Inc.  
20 West Market Street, Richmond  
Time: Saturday 7 December 10am-12pm

If you miss us at the community information sessions you can still contact us with your feedback or make comments on our interactive map.

WE  
ARE  
HERE



\*subject to planning approval and funding release

## Have your say online with our interactive map

Pin comments and feedback about the route options we are investigating on our interactive map at [rms.nsw.gov.au/richmond-bridge](https://rms.nsw.gov.au/richmond-bridge).

This feedback will be considered as part of the options report.

## Contact us

If you have any questions or would like to make a submission please contact the project team.



1800 370 778



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