



SEPTEMBER 2012



Richmond Bridge and approaches congestion study

Long-term options

Roads and Maritime Services (RMS) is seeking your input on long-term options to improve Richmond Bridge and approaches in the vicinity of the existing bridge. *The Richmond Bridge and approaches congestion study – long-term options report* is now available to read.

Comments are invited by **Wednesday 17 October 2012**. See the project website or contact the team to obtain a copy of the report.

Improving Richmond Bridge and approaches

Richmond Bridge and approaches are congested during morning and afternoon peak times. RMS is planning to improve access for communities who rely on Richmond Bridge. In April 2011 the Australian Government allocated \$2 million for planning to alleviate traffic congestion on Richmond Bridge and its approach roads.

The study is limited to the existing road connection between Grose Vale Road at North Richmond and East Market Street at Richmond.

RMS will investigate both the short-term improvements to relieve traffic congestion and the long-term options. Consultation with the community is an important part of this process.

Consultation to date

During July 2012 the project team met with the community and key stakeholders to better understand community views about improving local traffic for the short-term and a possible road corridor in the vicinity of Richmond Bridge for future traffic needs.

RMS received a wide range of constructive comments, which have been considered in detail by the project team. These comments have been summarised in a *community issues report*, on the RMS website at www.rms.nsw.gov.au/roadprojects.

Your comments on short-term options will help to further develop local plans to relieve traffic congestion.

Suggestions include:

- Adjustments to traffic light phasing.
- Parking restrictions.
- Improvements to three key intersections at Grose Vale Road, Yarramundi Lane and Bosworth Street.

We will select practical short-term solutions in discussions with Hawkesbury City Council, transport providers, local businesses and residents. More information about the specific short-term localised changes will be provided later this year.

This next step focuses on the long-term options centred on the existing bridge and road corridor between Richmond and North Richmond. RMS is seeking feedback on four specific long-term options, in order to reserve a road corridor to accommodate future improvements between Richmond and North Richmond.

Community members have suggested completely bypassing Richmond, North Richmond and Windsor or a combination of all three. However, these suggestions are outside the scope of current investigations. Bypass options can be considered as part of overall transport planning for the north-west region of Sydney.

Development of long-term options

As well as consulting people's views about this, RMS commissioned specialist studies to identify opportunities and constraints for the long-term options. These included:

- Traffic modelling and transport assessment.
- Flood modelling to identify an option crossing with improved flood immunity (for a 1 in 20 year flood event).
- Environmental studies.
- Constraints mapping based on outputs from the environmental studies.
- Review of utility services.
- Strategic concept designs for the road and bridge.
- Preliminary geotechnical investigations.
- Strategic cost estimates.

Using the information from these studies, a number of road and bridge options were identified:

- A contra flow traffic management option.
- Widening the existing carriageway and the existing bridge by two lanes.
- New bridges at various heights.
- Additional lanes on the eastbound carriageway and/or additional lanes on the westbound carriageway.

These options were assessed against the local constraints. Where constraints could not be overcome, those options were not further investigated. Four options are being considered in more detail:

Option A – Three lane contra flow traffic management option to provide two lanes in the peak direction



View from shared path looking downstream.

This would involve:

- Widening of the existing bridge downstream to accommodate three travel lanes across the bridge.
- Contra flow traffic management from approximately 50 metres west of Old Kurrajong Road/Yarramundi Lane to approximately 120 metres east of Pitt Lane.
- Widening Kurrajong Road by an additional two lanes to provide a four lane divided road between Chapel Street and Old Kurrajong Road / Yarramundi Lane.
- No change to the current level of flood immunity.

Option B – A new two lane bridge 5 metres downstream to provide four lanes, two lanes in each direction



View from shared path looking downstream at new bridge.

This bridge would be constructed 5 metres downstream from the existing bridge at the same level as the existing bridge. This would also involve:

- Retaining the existing bridge for westbound traffic to North Richmond. The new bridge would be used by eastbound traffic to Richmond.
- Widening Kurrajong Road by an additional two lanes to provide a four lane divided road between Chapel Street and Old Kurrajong Road / Yarramundi Lane.
- No change to the current level of flood immunity as it is set at the same level as the existing bridge.

Option C – A new two lane bridge with a 1 in 5 year flood immunity to provide four lanes, two lanes in each direction.



View from shared path looking downstream at new bridge.

A new bridge would be constructed 25 to 50 metres downstream from the existing bridge. This would also involve:

- Retaining the existing bridge for westbound traffic to North Richmond. The new bridge would be used by eastbound traffic to Richmond.
- Widening Kurrajong Road by an additional two lanes to provide a four lane divided road between Chapel Street and Old Kurrajong Road / Yarramundi Lane.
- Construction of the new bridge and approaches at a level to provide for a 1 in 5 year flood event.
- A small increase of upstream flood level of between 50 and 200 millimetres for a 100 year flood event.

Option D – A new two lane bridge with a 1 in 20 year flood immunity to provide four lanes, two lanes in each direction



View from shared path looking downstream at new bridge.

A new bridge would be constructed 25 to 50 metres downstream from the existing bridge. This would also involve:

- Retaining the existing bridge for westbound traffic to North Richmond. The new bridge would be used by eastbound traffic to Richmond.
- Widening Kurrajong Road to provide a four lane divided road between Chapel Street and Old Kurrajong Road / Yarramundi Lane
- Construction of the new bridge and approaches at a level to provide for a 1 in 20 year flood event.
- A small increase of upstream flood level of between 50 and 200 millimetres for a 100 year flood event.
- Removal of some turning movements at Old Kurrajong Road / Yarramundi Lane.

For all four options, parking on March Street, Kurrajong Road and Bells Line of Road would not be permitted during morning and afternoon peak times for both Richmond and North Richmond townships. This would provide four lanes for traffic use.

Consideration of a new four lane bridge

A new four lane bridge was considered as a sub-option of options C and D. This sub-option would involve constructing option C or D as a new four lane bridge. The existing bridge could then be used as a pedestrian and cycle link across the river.

This option would involve:

- Two lanes in each direction across a single bridge.
- Restricted turning movements at Old Kurrajong Road / Yarramundi Lane.
- Adjustments at Bosworth Street to cater for additional traffic.

This sub-option could be accommodated within the road corridor required for option C or D.

Assessment process and next steps

The options will be compared and assessed next and a revised road corridor then identified.

The study process



Upcoming community consultation activities

RMS welcomes feedback on these options. Information sessions and displays as well as a value management workshop have been arranged.

Community information sessions

The project team will be available to discuss the options for Richmond Bridge at the **North Richmond Community Centre**, William Street North Richmond on:

- **Wednesday 10 October 2012** from 4.30pm to 8.30pm
- **Saturday 13 October 2012** from 10am to 2pm

A formal presentation will not be given, so please feel free to drop in at any time during these information sessions.

Display locations

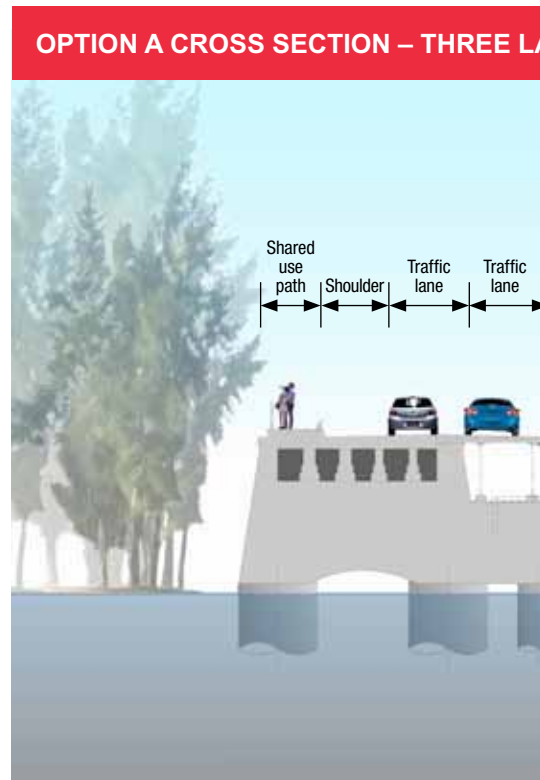
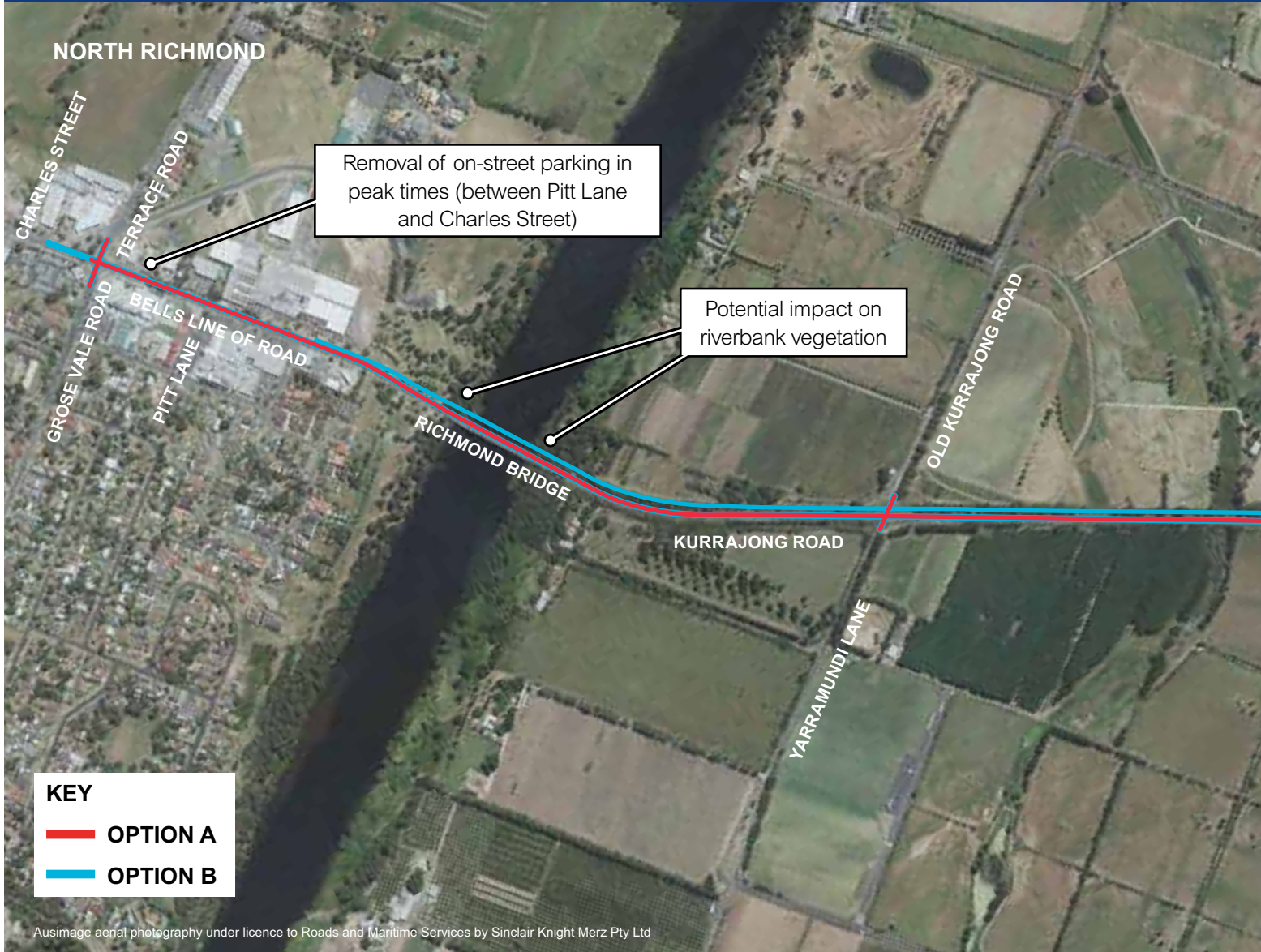
The *Richmond Bridge and approaches congestion study – long-term options report* is on display for community comment until **Wednesday 17 October 2012** at the following locations:

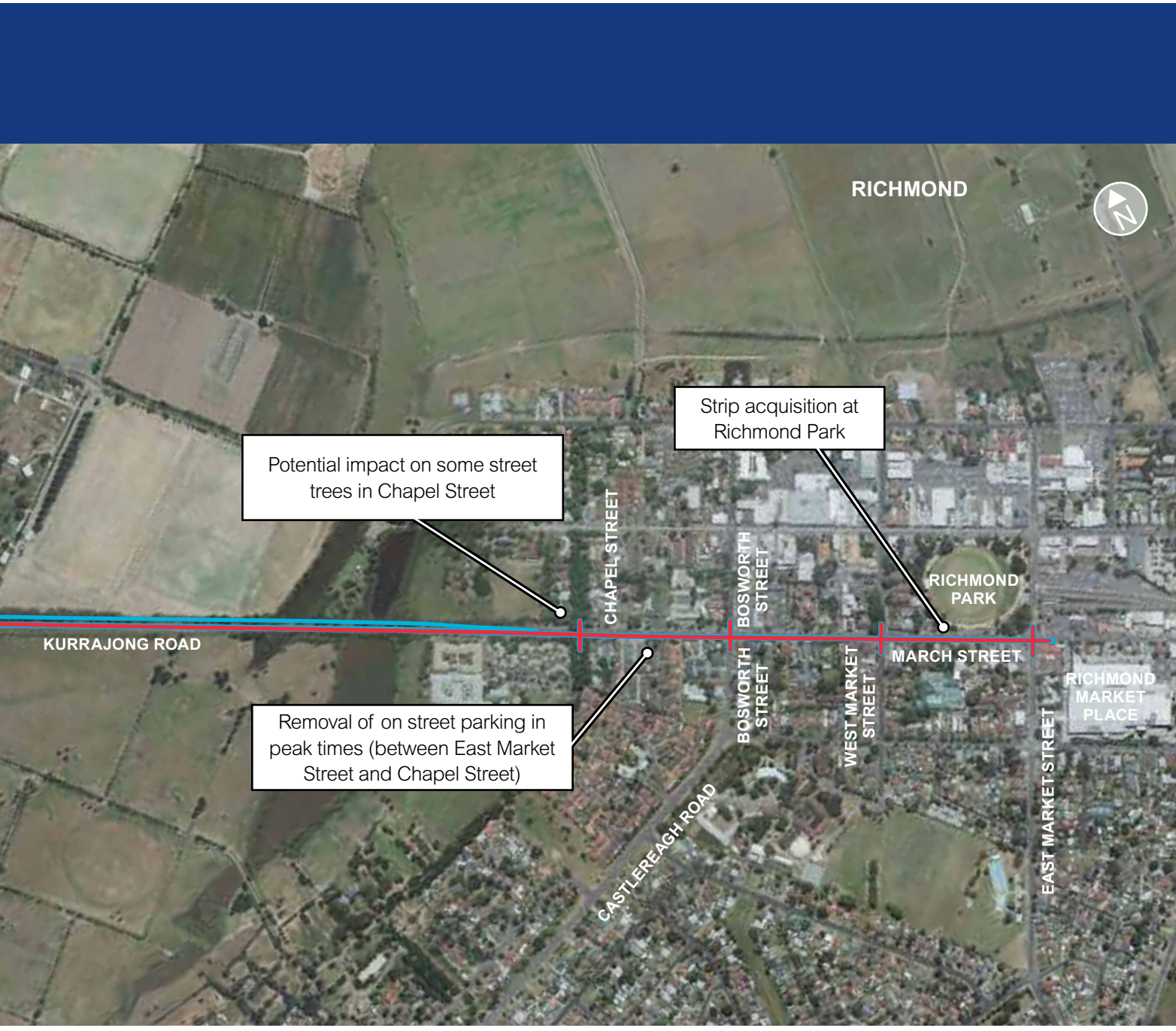
- Hawkesbury City Council, 366 George Street, Windsor. Monday to Friday, 9am to 5pm
- Richmond Motor Registry, 173 Windsor Street, Richmond. Monday to Friday 8.30am to 5pm, Saturday 8.30am to 12pm

A copy of the *Richmond Bridge and approaches congestion study – long-term options report* can be downloaded, at no cost, from www.rms.nsw.gov.au/roadprojects or you can request a copy by contacting 1800 633 332.

Richmond Bridge and approaches

Options A and B

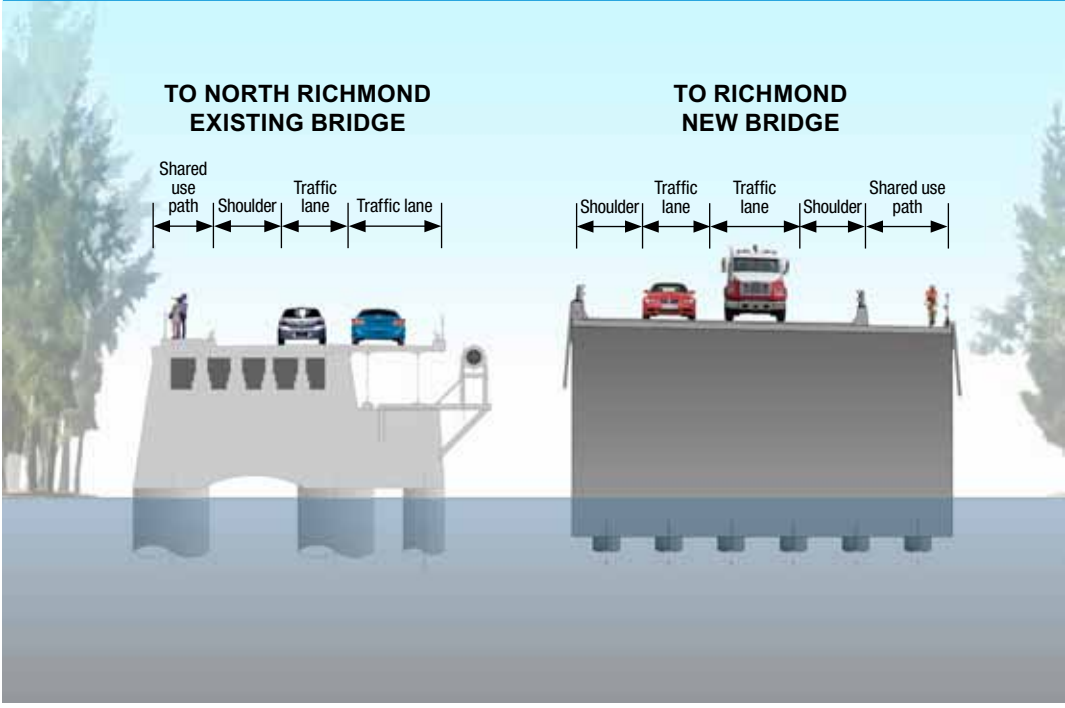




LANE CONTRA FLOW

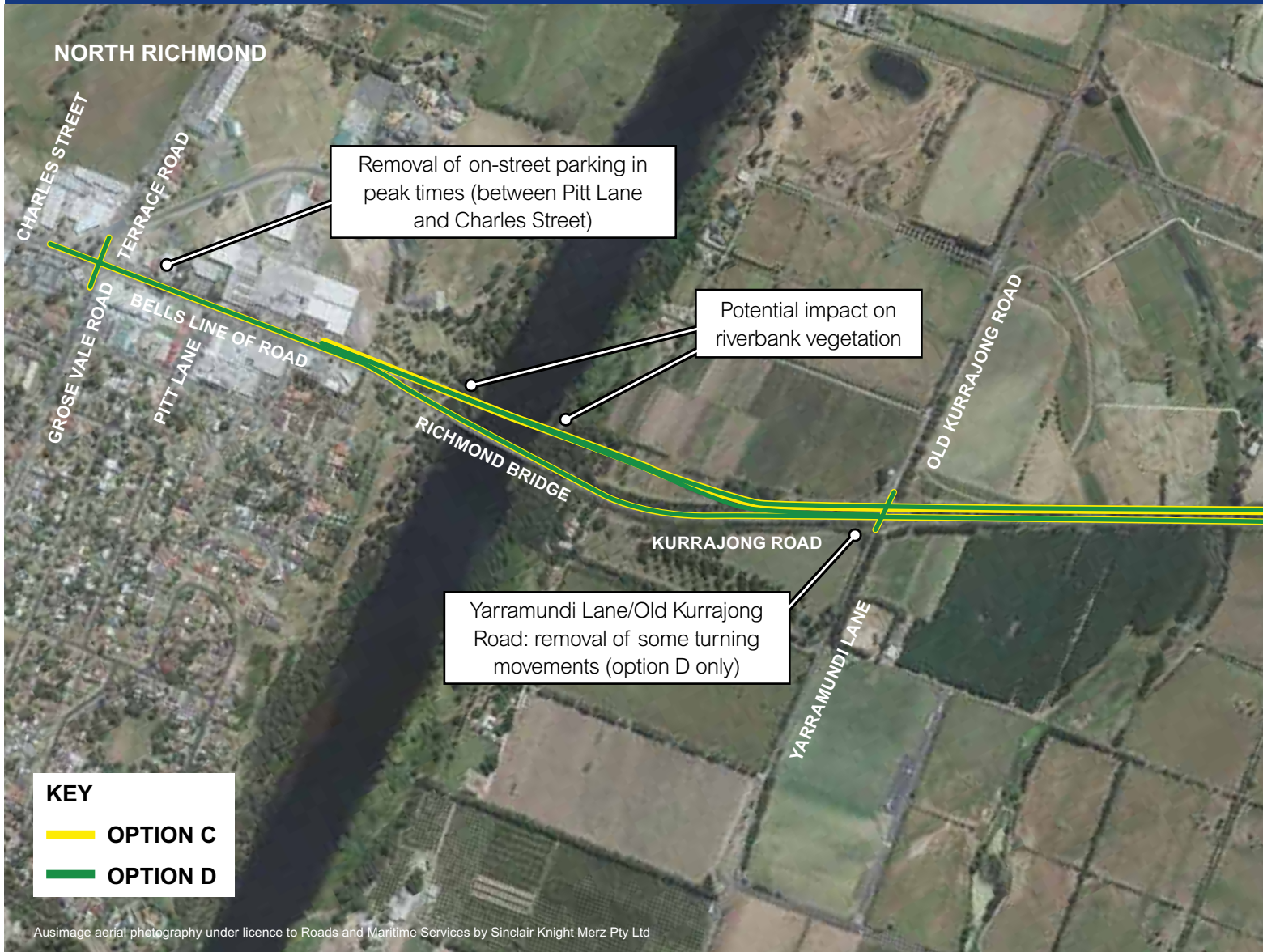


OPTION B CROSS SECTION – NEW TWO LANE BRIDGE 5 METRES DOWNSTREAM

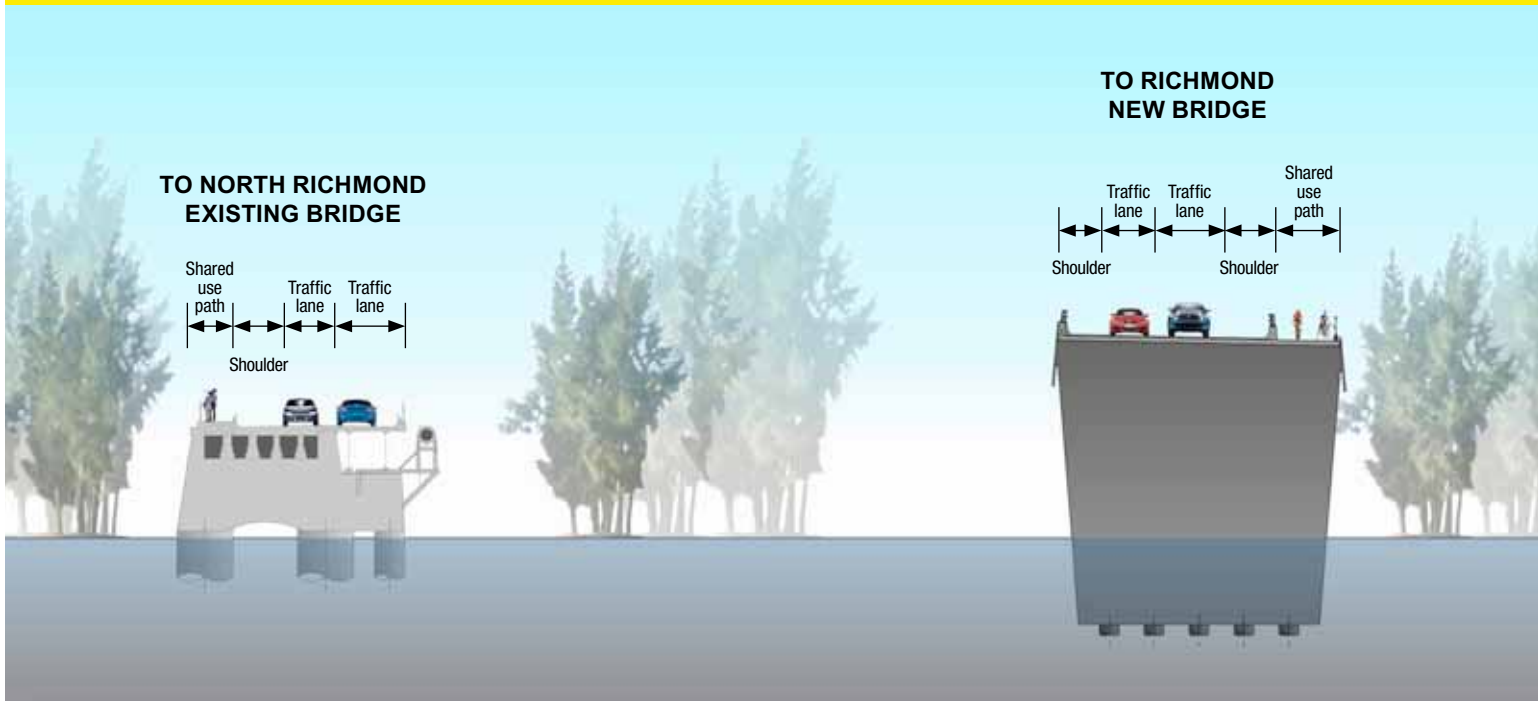


Richmond Bridge and approaches

Options C and D

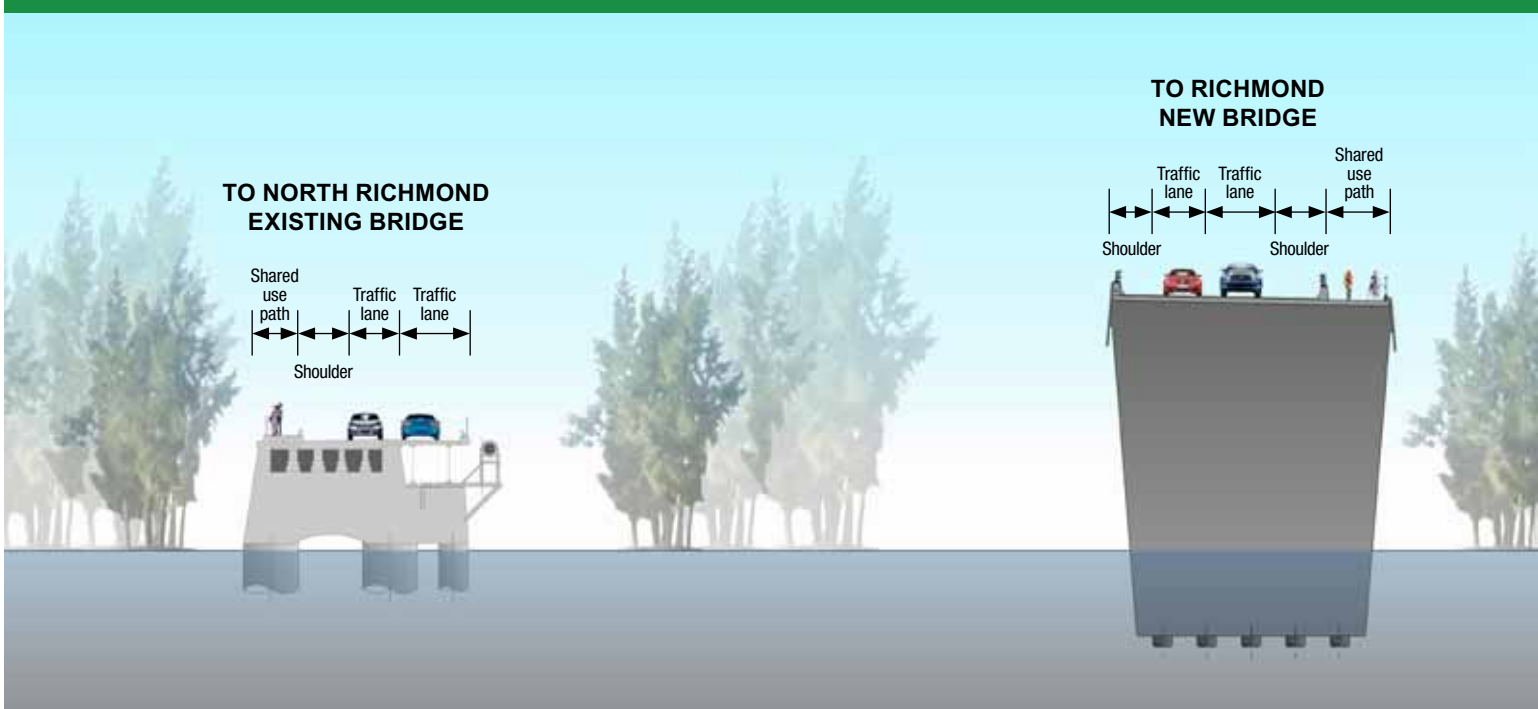


OPTION C CROSS SECTION – NEW TWO LANE BRIDGE 25 TO 50 METRES DOWNSTREAM (1 IN 5 YEAR FLOOD IMMUNITY)





OPTION D CROSS SECTION – NEW TWO LANE BRIDGE 25 TO 50 METRES DOWNSTREAM (1 IN 20 YEAR FOOD IMMUNITY)



Value management workshop

A facilitated technical workshop will have participants from the project team, council, government agencies, other key stakeholders and the community. This workshop will be held all day on 24 October 2012.

Participants will review the outcomes of the technical and environmental investigations that are detailed in the *long-term options report* and consider each of the options.

The workshop will help to identify and recommend a revised road corridor. Attendance will be limited.

To register your interest in the workshop please complete the enclosed value management workshop nomination form and return by **Wednesday 17 October 2012**.

How will value management participants be selected?

Community members who nominate will be required to attend a briefing on **Monday 22 October 2012** from **7.30pm to 9.30pm** at the **North Richmond Community Centre**, where the workshop participants will be decided and their roles and responsibilities explained in greater detail.

A process of self-selecting will be undertaken and where an agreement is not reached, participants will be selected through a draw of names.

Community members participating in the workshop are not required to represent anyone but themselves. They participate as individuals, examining the issues.

Have your say

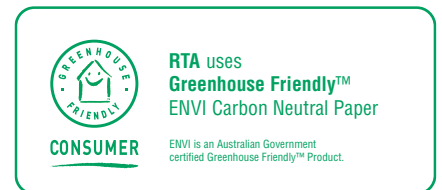
Written comments are invited until **Wednesday 17 October 2012** and should be sent to:

The Richmond Bridge Project Team
Roads and Maritime Services
PO Box 973
PARRAMATTA CBD NSW 2124

Thank you.



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For further enquiries contact:

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