

Transport for NSW

# New Richmond Bridge and traffic improvements

Information document | August 2021

## About this document

On 7 June 2021, the NSW and Australian Governments announced the preferred option for the New Richmond Bridge and traffic improvements and committed \$500 million to deliver the project.

Since that date, Transport for NSW has been consulting with the community on the preferred option. During that process, we have been asked a number of detailed questions about the design of the preferred option and how it would function.

This document seeks to answer some of those questions, which will help community members provide informed feedback to the consultation process, and inform the future design of the project.

## What is the problem we are trying to solve?

In 2013, Transport 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 intersection 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

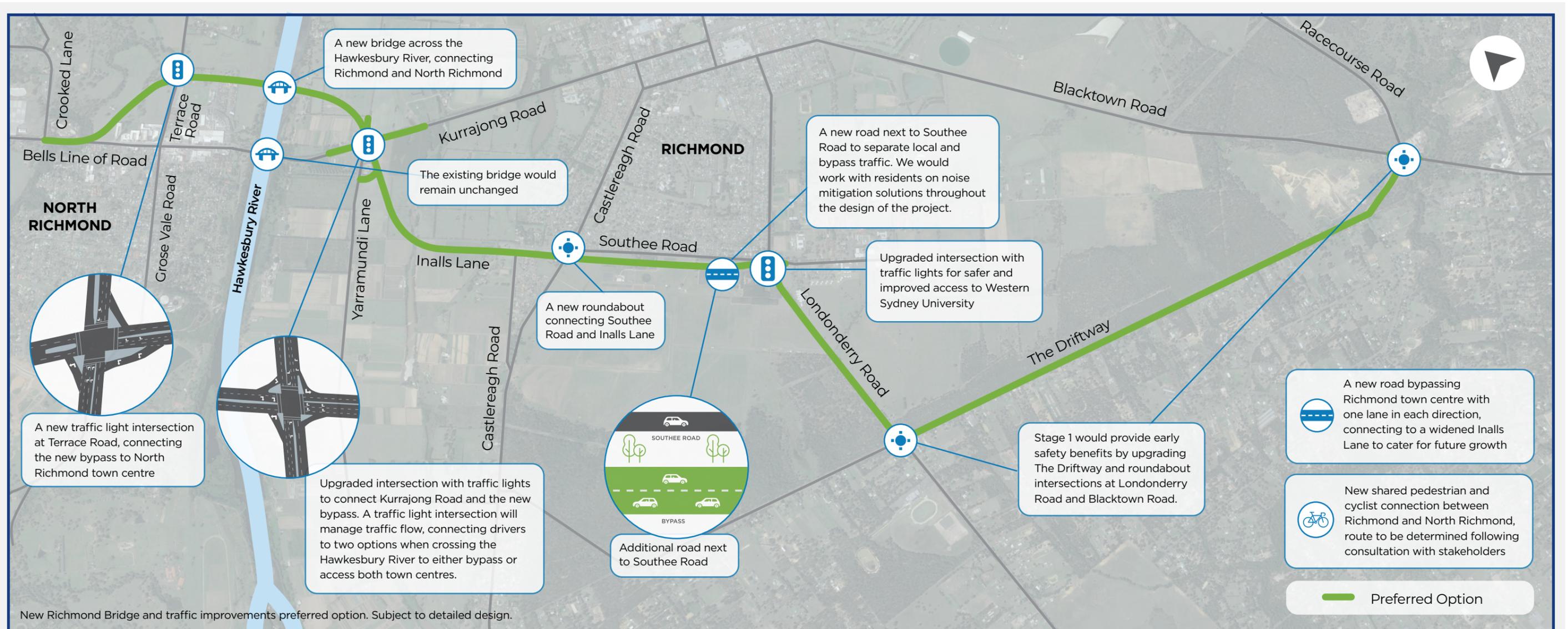
## What are we trying to achieve?

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 along the road corridor between Richmond and North Richmond
- public and active transport connections.

- upgraded the intersection of Bells Line of Road and Grose Vale Road
- made significant progress on the upgrade of the intersection of March Street and Bosworth Street.

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.



### The preferred option will provide up to 12 minute travel time savings in peak hours between Richmond and North Richmond

- More reliable travel times
- Catering for where people travel to and from the most
- Giving the streets around Richmond and North Richmond town centres back to locals, preserving the peaceful local area
- Giving traffic the option to bypass Richmond town centre, providing more direct access to Kurrajong, Windsor and North Richmond
- Improve connections to the Bells Line of Road
- Cater for congestion ahead of Richmond's growth, future-proofing the area
- Improve road safety by reducing crashes
- Improved local intersections
- Stage 1 would provide early safety benefits by upgrading The Driftway and roundabout intersections at Londonderry Road and Blacktown Road.

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.

### Why does the preferred option work?

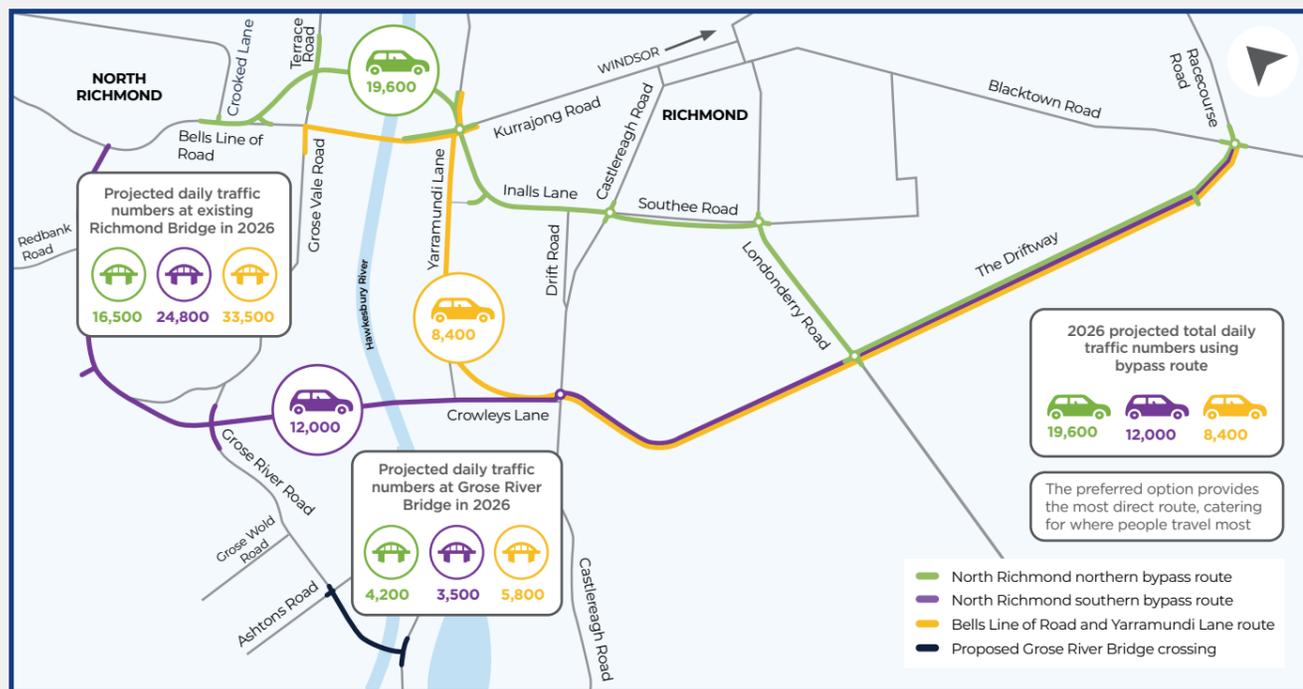
Traffic crossing the existing bridge is split between vehicles travelling south towards Castlereagh, Londonderry and Blacktown Roads (about 40 per cent) and vehicles travelling east towards Richmond, Windsor and other destinations (about 60 per cent). The preferred option takes traffic most directly to where people need to travel most.

The preferred option bypasses Richmond and North Richmond town centres, which reduces traffic and helps to improve the amenity of both town centres.

Of options that bypassed both town centres, the preferred option has no direct impacts to Non-Aboriginal heritage items, lower impacts to Aboriginal heritage and endangered ecological communities as well as less property acquisition.

### About the purple and yellow options

Some community members have sought information on why the purple and yellow options, which were two of the route options consulted on in 2019, were not chosen as the preferred option.



Comparison of forecasted traffic on options that bypass Richmond

The purple option would bypass both Richmond and North Richmond town centres to the south. However, while it would provide a relatively direct route for some traffic travelling south towards Castlereagh and Londonderry Roads, it would be used less by traffic between North Richmond, Richmond and destinations further east.

Future growth means that more traffic will travel between those centres, and by 2046 it is forecasted that even if the purple option was built, about 60 per cent of traffic would continue to use the existing bridge meaning additional road capacity, including a new bridge, would still be required between North Richmond and Richmond.

The purple option is a longer, more costly route that delivers less traffic benefits than the preferred option and has higher impacts on Aboriginal heritage, endangered ecological communities and requires more property acquisition.

The developer of the Redbank residential development, in collaboration with Hawkesbury City Council, is providing a local connection between North Richmond and Springwood and Castlereagh Roads. In combination with the preferred option, this would reduce congestion in North Richmond by providing alternative

travel routes across the Hawkesbury and Grose Rivers. In combination with the purple route however, it provides little additional benefit as it serves similar travel routes and congestion would still be experienced in North Richmond.

The yellow route also bypasses Richmond to the south however follows Yarramundi Lane to Crowleys Lane and connects to The Driftway at Castlereagh Road. Similar to the purple route, the yellow route is longer, attracts less traffic to it and delivers less traffic benefits than the preferred option. Traffic modelling has shown that less than 30 per cent of traffic would use the yellow bypass route until 2036 increasing to about 35 per cent in 2046, meaning that the remainder of traffic would continue through Richmond town centre.

### Managing impacts

The growing population in the Richmond and North Richmond areas means that new infrastructure, including roads, is needed. Sometimes projects need land, meaning properties may be acquired. The preferred option requires the fewest property acquisitions of options that bypass both town centres.

We have already been in touch with property owners potentially affected by the preferred

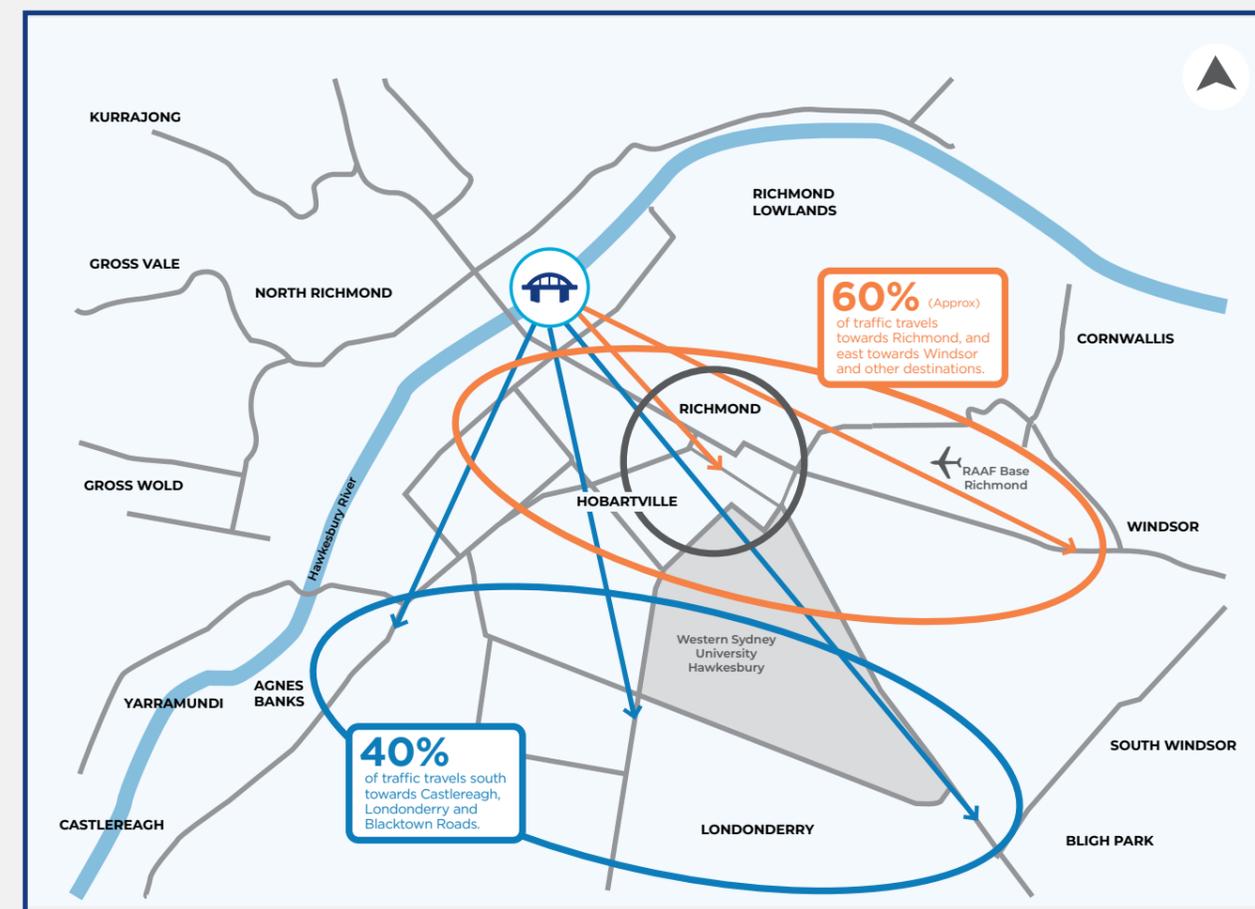
option to help them understand the potential impacts and the property acquisition process. These conversations will continue as we undertake more detailed design work in the next stages and once the route is confirmed. We are committed to ensuring any person impacted by property acquisition as a result of our projects has full personal support at all times, including from a Transport for NSW Personal Manager, who will help them through the end to end process. More information about the property acquisition process is available at [propertyacquisition.nsw.gov.au](http://propertyacquisition.nsw.gov.au)

We understand that noise can be a source of disruption to local communities during the construction and operation of road projects. We will work with residents along the route to

minimise our impact, for example by installing noise walls or other barriers. As the project progresses, we would also contact property owners near the project to carry out noise assessments. These would help us determine the need for noise treatments for eligible properties, which could involve improving sound resistance, for example through upgrades to doors and windows.

### How are we improving flood resilience?

We know that safety and connectivity during flood events is of great importance for residents and businesses in the Hawkesbury area. All options have a substantial length of floodplain to cross.



Where traffic travels to and from during peak hours

For more detailed information, see the Preferred Option report at [nswroads.work/richmond-bridge](http://nswroads.work/richmond-bridge).

The existing Richmond Bridge is built below the 1 in 2 chance per year flood event level. The preferred option would be built higher to achieve a 1 in 5 chance per year flood resilience which would reduce the frequency and duration of bridge closures due to flooding.

An even higher bridge and road would have a larger construction footprint and would require more property acquisition. The preferred option's design takes into account the surrounding environment, the existing road network and costs.

### Next steps

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.

Transport will continue to engage with the community and key stakeholders such as Hawkesbury and Penrith City councils through the next phase of design.



\* subject to planning approval

## Contact us

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

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 **nswroads.work/richmond-bridge**

[transport.nsw.gov.au](http://transport.nsw.gov.au)

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