



Australian Government

**BUILDING OUR FUTURE**



**Roads &  
Maritime**

# **Richmond Intersection Improvements – Stage 2 Bells Line of Road and Grose Vale Road, North Richmond**

## **Community Consultation Report**

August 2016



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## Executive summary

This report provides a summary of Roads and Maritime Services' community and key stakeholder consultation on a proposal for intersection improvements and parking changes at Bells Line of Road and Grose Vale Road, North Richmond.

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 invited feedback 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 Bells Line of Road and Grose Vale Road only. A separate Community Consultation Report has been published for the proposed improvements at March Street and Bosworth Street intersection – also part of Stage 2.

Improvements to the Bells Line of Road and Grose Vale Road intersection 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
- Removal of about 21 parking spaces
- Relocation of bus zones.

We received comments from 106 people about the Bells Line of Road and Grose Vale Road proposal. Of these people, 11 were supportive, 14 were neutral, 34 were against and 47 were specifically against the loss of parking in the area. They raised eight matters including parking, the wider proposal, other proposed improvements to the intersection, safety, public transport, the design, social impacts and construction.

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 12 people about the March and Bosworth streets proposal. Further breakdown and analysis is provided in the Community Consultation Report for that proposal.

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

After reviewing the feedback and considering the benefits for all road users for the Bells Line of Road and Grose Vale Road intersection improvement proposal, Roads and Maritime has decided to proceed with the proposal without change.

We will continue to keep the community and stakeholders informed as the 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 Bells Line of Road and Grose Vale Road, North 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 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 along Bells Line of Road
- Relocation of bus zones.

We have provided a map to explain our proposal.

# Improvements at the intersection of Grose Vale Road and Bells Line of Road, North Richmond

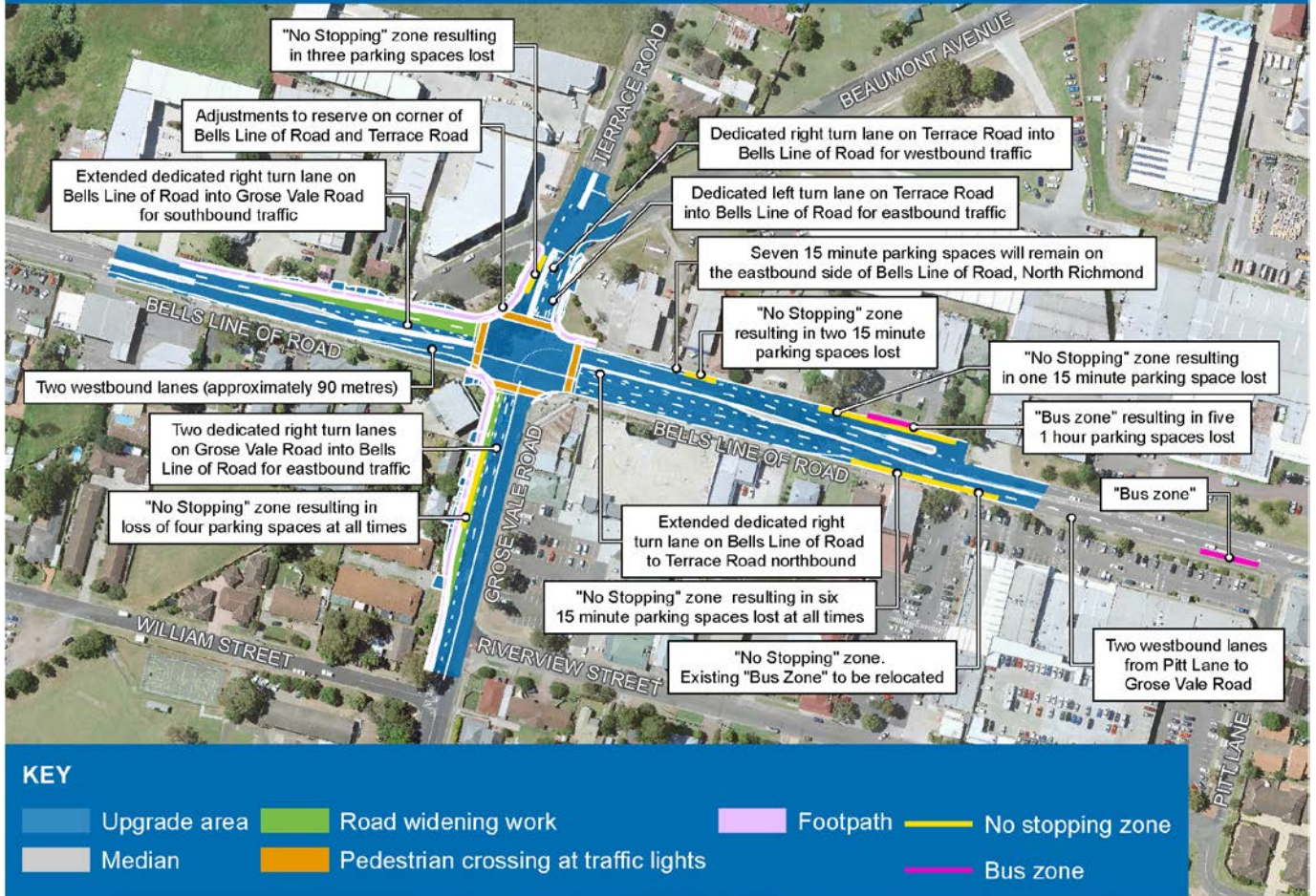


Image 1 - Proposed improvements at the intersection of Grose Vale Road and Bells Line of Road, North Richmond.

## 2. Consultation approach

### 2.1. Consultation objectives

We consulted with the community and key stakeholders on the proposal to:

- Seek comments, feedback, ideas, and suggestions for Roads and Maritime 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 community members we could continue to engage with while developing the proposal.

### 2.2. How consultation was done

The community and stakeholders were encouraged to provide feedback via mail, email or phone.

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 elected members and staff on Thursday 26 November 2015.</p>
Have Your Say letter  September 2015 (Appendix A)	<ul style="list-style-type: none"> <li>• Delivered to 5000 community members in Richmond and North Richmond (Appendix B)</li> <li>• Emailed to emergency services, schools, large businesses, hospitals and community groups in the local area</li> <li>• Extra copies were left at the North Richmond post office.</li> </ul>
Extension of Have Your Say letter  November 2015 (Appendix C)	<ul style="list-style-type: none"> <li>• Delivered to 5800 community members in Richmond and North Richmond (Appendix D)</li> <li>• Emailed to emergency services, schools, large businesses, hospitals and community groups in the local area</li> <li>• Extra copies were left at the North Richmond post office.</li> </ul>
Web 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 over 180 properties at the intersection on 8 October 2015. Of the 75 community members reached, 13 expressed their support for the proposal, six were against the proposal, five were specifically against the loss of parking and 51 were neutral.



## **3. Consultation summary**

### **3.1. Overview**

We received comments from 106 people about the Bells Line of Road and Grose Vale Road proposal. Of these people, 11 were supportive, 14 were neutral, 34 were against and 47 were specifically against the loss of parking in the area. They raised eight matters including parking, the wider proposal, other proposed improvements to the intersection, safety, public transport, the design, social impacts and construction.

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 12 people about the March and Bosworth streets proposal. Further breakdown and analysis is provided in a the Community Consultation Report for that 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](https://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 responses**

Category	Matters raised	Roads and Maritime's response
<p>Safety</p> <p>15 comments</p>	<p>Safety at Chapel Street intersection needs to be improved with a traffic light, roundabout or no right turn.</p>	<p>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.</p>
	<p>People breaking road rules cause delays and create safety risks, this should be addressed.</p>	<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>
	<p>The speed limit is too high in this area, a review is needed.</p>	<p>In NSW Roads and Maritime is responsible for the setting and signposting of 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>
<p>Consultation</p> <p>13 comments</p>	<p>Lack of responsiveness to the consultation process.</p>	<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>

Category	Matters raised	Roads and Maritime's response
	<p>The consultation notification was not distributed to enough people, consultation should also have been advertised in local newspapers.</p>	<p>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.</p> <p>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.</p>
	<p>A community meeting should have been held.</p>	<p>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 during two days in October 2015.</p>
	<p>There has been a lack of consultation.</p>	<p>We used a number of methods to inform the community and stakeholders about this proposal including:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• Distributing 5000 community updates to residents and businesses in the local area in September 2015 and then 5800 in November 2015</li> <li>• Door knocking more than 250 properties at the two intersections over two days in October 2015</li> <li>• Leaving copies of the two notifications at the North Richmond post office</li> <li>• Emailing key stakeholders including council, emergency services, government agencies and community groups</li> <li>• Providing information on the Roads and Maritime website and the NSW Government's community consultation website.</li> </ul>

Category	Matters raised	Roads and Maritime's response
<p>Proposal</p> <p>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 the 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>

<b>Category</b>	<b>Matters raised</b>	<b>Roads and Maritime's response</b>
Pedestrians, cyclists and access  Three comments	Bike lanes are needed in the area and all road upgrades should give regard to road cycling standards	<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, 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 town, 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>
	More needs to be done to improve pedestrian access in the area. A pedestrian path is needed between Richmond and North Richmond	<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 <a href="http://www.hawkesbury.nsw.gov.au/roads/hawkesbury-mobility-plan">www.hawkesbury.nsw.gov.au/roads/hawkesbury-mobility-plan</a></p>
	Improvements to the intersection of Lennox Street and Bosworth Street are needed because heavy vehicles mount the footpath.	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
Public transport  One comment	Bus services in the area need to be improved.	<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 Services has referred your request to Busways for its consideration.</p>

<b>Category</b>	<b>Matters raised</b>	<b>Roads and Maritime's response</b>
Stage 1  Four comments	Stage 1 work has been ineffective in easing congestion in the area.	The expected benefits of the short term solution would not be fully realised until all three intersections are upgraded.  The expected cumulative time saving for westbound motorists once all three intersection improvements have been completed is 8.5 minutes.

**Table 3b – Feedback summary and Roads and Maritime responses for Bells Line of Road and Grose Vale Road, North Richmond**

Category	Matters raised	Roads and Maritime's response
<p>Parking</p> <p>92 comments and a petition with 3,769 signatures</p>	<p>Loss of parking would limit access to local businesses, if this proposal is to go ahead alternative parking should be provided</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. In this case, parking has been reduced or restricted to improve traffic flow and alternate off-street parking is available nearby.</p> <p>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 Beaumont Avenue, Terrace Road and in the Council owned car park at North Richmond Village.</p> <p>Additionally seven 15 minute parking spaces will remain outside the Post Office in North Richmond.</p>
	<p>Can the parking ban westbound on Bells Line of Road be implemented immediately?</p>	<p>Roads and Maritime would only remove parking as part of the wider project, following environmental approval for the work.</p>
	<p>The car park should not be accessible from Bells Line of Road</p>	<p>Entry and exit points for car parks are determined as part of the development approval process. Roads and Maritime are not authorised to move the entry and exit points for the carpark.</p> <p>Roads and Maritime has referred your request to Council for their consideration.</p>
	<p>Better parking is needed on Grose Vale Road near the school</p>	<p>The objectives of this proposal are to reduce traffic congestion and improve safety in the Richmond and North Richmond areas.</p> <p>Parking on Grose Vale Road is outside the scope of this proposal and is the responsibility of Hawkesbury City Council. Roads and Maritime has referred your concerns to Council who have advised that they consider the available parking to be sufficient to local needs.</p>
	<p>How will businesses on Bells Line of Road receive deliveries if the area is turned into a complete no stopping zone?</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.</p> <p>While Roads and Maritime tries to meet the needs of local communities where practical, its primary responsibility is to facilitate traffic on the road network, and in this case this involves removing parking on Bells Line of Road.</p>

<b>Category</b>	<b>Matters raised</b>	<b>Roads and Maritime's response</b>
Proposal 13 comments	What property adjustments are planned for the Council reserve on the Corner of Bells Line of Road and Terrace Road?	Roads and Maritime negotiates property adjustments with individual owners on a case by case basis.
	Clearways should be considered instead of complete removal of parking	Clearways were considered during the design phase, however Roads and Maritime determined that the additional lanes were needed at all times during the day in order to improve traffic flow and reduce traffic times.
	All that is needed to improve this intersection is two through lanes on Bells Line of Road and two lanes feeding the intersection from Terrace Road and Grose Vale Road.	Traffic modelling carried out for the intersection reveals that this intersection requires two eastbound through lanes on Bell Line of Road for approximately 170 metres east of Grose Vale Road and an additional 90 metre merge distance for the efficient movement of eastbound traffic to a single lane. This layout is required to cater for the traffic demand and improve traffic flows through this intersection.
	What exactly is proposed for the service road?	A large part of the service road would be completely removed and converted into an additional eastbound lane with provision for a relocated bus stop, and the removal of three quarter hour parking spaces and five one hour parking spaces.  Seven 15 minute parking spaces would remain.
	What exactly is planned for Grose Vale Road?	Work on Grose Vale Road would include: <ul style="list-style-type: none"> <li>• Introduction of two dedicated right turn lanes on to Bells Line of Road eastbound</li> <li>• One shared through and left turn lane westbound</li> <li>• A proposed no stopping zone resulting in the loss of four parking spaces at all times on the western side.</li> </ul>
	The service road should not be removed	Roads and Maritime must carefully balance the need to provide a road network that facilitates smooth traffic movements whilst accommodating the needs of the local community.  The service road needs to be removed in order to build the additional through lane eastbound. The additional lane will increase capacity eastbound at the intersection and improve traffic flow.



Category	Matters raised	Roads and Maritime's response
	The merge lane on the western side of the intersection in front of Caltex should be extended	<p>Traffic modelling carried out for the intersection did not indicate that an extended merge lane would improve the intersection.</p> <p>The removal of the service road on Bells Line of Road would result in an extended merge at this section of the intersection.</p> <p>The long-term solutions address merging efficiency with two lanes planned between North Richmond and Richmond.</p>
Intersection improvements 15 comments	The sequencing of lights at the intersection of Bells Line of Road and Grose Vale Road needs to be improved	The traffic lights on Bells Line of Road are part of the Sydney Coordinated Adaptive Traffic System (SCATS). The green time for each phase or movement is allocated by SCATS. This allocation is determined by measured traffic demand and density and continually varies for all approaches to ensure maximum efficiency for all road users.
	A raised median is needed on Bells Line of Road to stop people turning right into the service station	There will be a raised median constructed on Bells Line of Road which will be effective in stopping road users from turning right into the service station.
	Is any work proposed on Terrace Road?	<p>Work on Terrace Road would include:</p> <ul style="list-style-type: none"> <li>• A dedicated right turn lane on Terrace Road into Bells Line of Road for westbound traffic</li> <li>• A dedicated left turn lane on Terrace Road into Bells Line of Road for eastbound traffic</li> <li>• A dedicated through lane on Terrace Road to Grose Vale Road for southbound traffic</li> <li>• A proposed no stopping zone on the western side resulting in the loss of three parking spaces.</li> </ul>
	Is the any work proposed on Beaumont Avenue?	No work is proposed for Beaumont Avenue as part of this proposal.
	The left hand turn lane onto Grose Vale Road should be extended	The proposal allows for two through lanes which increases the capacity for left-turn movement from westbound on Bells Line of Road into Grose Vale Road.

Category	Matters raised	Roads and Maritime's response
	Traffic lights are needed on Grose Vale Road near the school	<p>The objectives of this proposal are to reduce traffic congestion and improve safety in the Richmond and North Richmond areas. Traffic lights at this section of Grose Vale Road are not part of the scope of work for this project.</p> <p>However, the intersection improvement work proposed by Roads and Maritime will ease congestion on Grose Vale Road near the intersection with Bells Line of Road and it is expected that this would help ease congestion near the school.</p> <p>This matter has been referred to Hawkesbury City Council who have advised that they will monitor these intersections along Grose Vale Road once the intersection improvements have been completed.</p>
	The right hand lane of Bells Line of Road into Terrace Road should be left at its current length, and the nature strip on the side of the road should be used to create an additional lane in order to avoid impacts to the service road	Traffic modelling used in the February 2013 Richmond Bridge and Approaches Congestion Study – Preferred Short-term and Long-term Options Report, indicates that the service road needs to be removed in order to build the additional through lane eastbound. The additional lane will increase capacity eastbound at the intersection and improve traffic flow.
	The current right turn into Grose Vale road is inadequate for the afternoon peak period	Traffic modelling carried out as part of the February 2013 Richmond Bridge and Approaches Congestion Study – Preferred Short-term and Long-term Options Report, indicates that the current right turn into Grose Vale Road is sufficient. The proposed extension of the right turn lane and two dedicated through lanes are expected to improve traffic conditions.
	Will the left turn lane from Bells Line of Road into Pitt Lane remain?	The section of road east of Pitt Lane will remain unchanged. However buses will be allowed to use this turn lane to continue through the intersection.
Safety	Division is needed on Grose Vale Road between the left and right lanes	The intersections are designed in accordance with Roads and Maritime design guidelines, providing a separation between the left and rights turn lanes is not desirable for safety reasons.

<b>Category</b>	<b>Matters raised</b>	<b>Roads and Maritime's response</b>
17 comments	Pedestrian safety needs to be improved on Bells Line of Road if this proposal is to go ahead for people getting off buses and people accessing businesses along the service road.  A pedestrian bridge should be considered to allow safe access across Bells Line of Road	The objectives of this proposal are to reduce traffic congestion and improve safety in the Richmond and North Richmond areas.  There is safe pedestrian crossing available at the intersection of Bells Line of Road and Grose Vale Road and a pedestrian crossing further east on Bells Line of Road.
	Removal of the service lane would create safety concerns for people parking near the post office and accessing local businesses	Roads and Maritime must carefully balance the needs to provide a road network that facilitates smooth traffic movements whilst accommodating the needs of local community. No stopping signs will be provided at locations where it is not safe to park.
	The current merge eastbound on Bells Line of road is unsafe	The existing merge in the Eastbound direction from two lanes to one is over a short distance due to the exit from the Service Road. The proposed scheme will provide two lanes eastbound past the exit from the shortened Service Road, providing a safer merge.
	Heavy vehicles should not be allowed to use the Bells Line of Road	Bells Line of Road is a major arterial road linking north-western Sydney with central and western NSW. Along with the Great Western Highway, Bells Line of Road is one of two road crossings through the Blue Mountains, and is also used as a key local access road.
	A safety barrier should be considered outside of 2 Grose Vale Road North Richmond	The building at 2 Grose Vale Road is not considered a hazard from a road safety perspective. The minimum distance between the building and the edge of carriageway would be 5.8 metres under the new arrangement.
Public transport  14 comments	The proposed bus stop relocations should be reconsidered	Bus stops are generally placed east of an intersection for road safety reasons. The proposed bus stop locations have been discussed with Council and Busways and both are satisfied with their locations.  Following completion of the design a road safety audit will be carried out to assess safety of the proposal.
Design  Two comments	Drainage must be considered as part of this proposal	Existing drainage within the project location has been assessed and a hydraulic assessment has been carried out to determine the required drainage. The existing drainage network will be upgraded to cater for the proposed road work.
	Street lighting must be considered as part of this proposal	Street lighting has been upgraded to meet the current guidelines.

Category	Matters raised	Roads and Maritime's response
Social  30 comments	Loss of business as a result of loss of parking	<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. 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 on Bells Line of Road, 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.</p> <p>You can make a claim by sending your contact details, details of the claim, proof of ownership, occupation and details of your claim to:</p> <p>Liability Claims Team</p> <p>Transport Shared Services</p> <p>PO Box 6464</p> <p>SILVERWATER NSW 1811</p> <p>Or</p> <p><a href="mailto:public.liability@rms.nsw.gov.au">public.liability@rms.nsw.gov.au</a></p>
Construction  One comment	Night work during construction would cause considerable inconvenience and sleep disturbance for local residents	<p>Roads and Maritime prefers to carry out work during the day to minimise any disruptions at night but due to high traffic volumes in this area. Roads and Maritime relies on road occupancy licences (ROL) from the Traffic Management Centre to carry out construction work on the road network. Due to high traffic volumes in this area, Roads and Maritime would not be able to get an ROL during the day and will need to carry out a significant portion of the work at night. The community will be invited to provide comment on the proposed working hours and schedule before work starts.</p>

## **4. Decision**

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

After reviewing the feedback for the Bells Line of Road and Grose Vale Road streets intersection improvements, we have decided to proceed with the proposal without change.

## **5. Next steps**

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

The community and stakeholders will be kept informed as the project progresses.

## 6. Appendices

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



BUILDING OUR FUTURE



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.

Intersection of March Street and Bosworth Street, Richmond



### 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



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

### Propose work hours

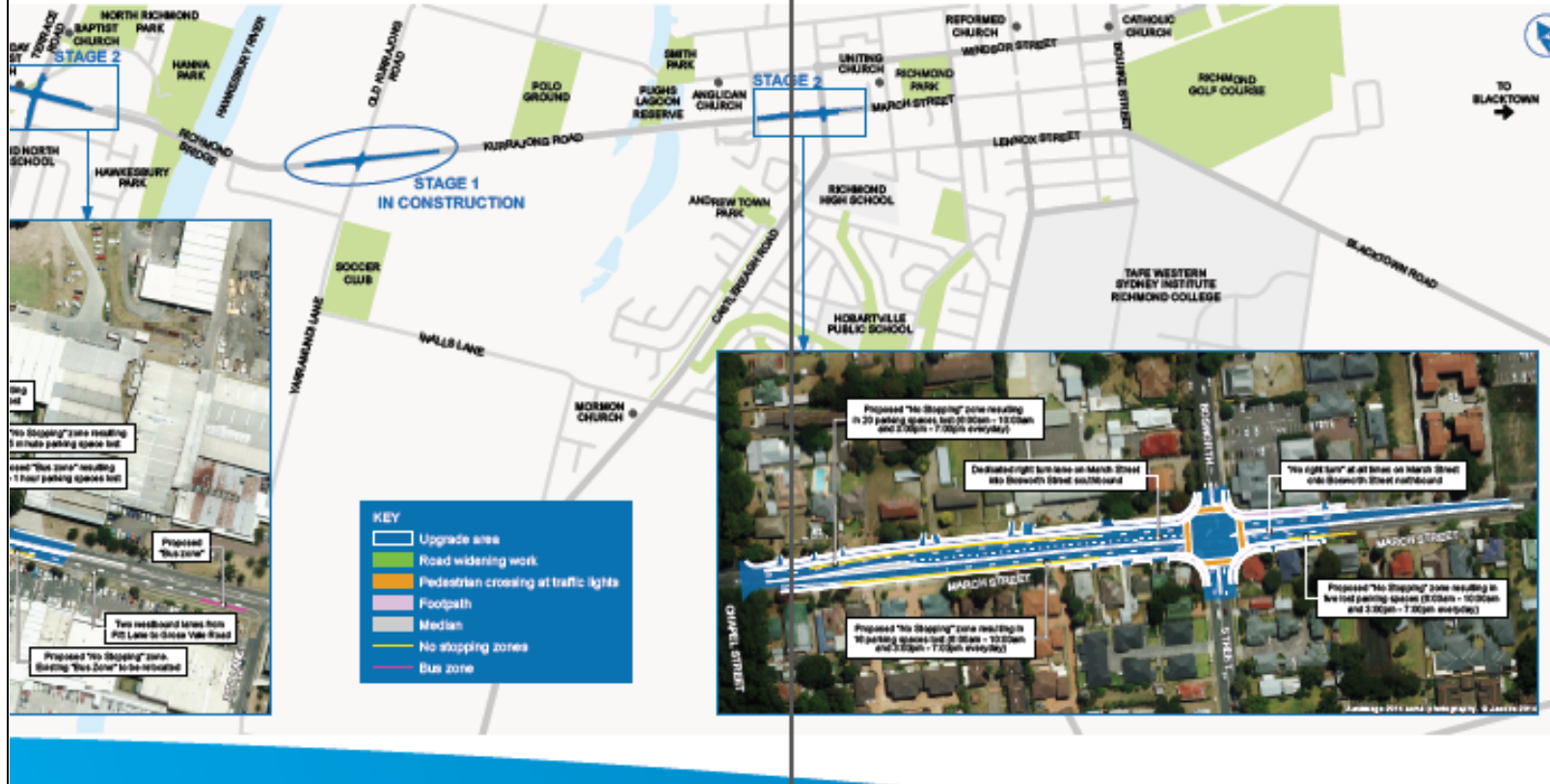
To minimise long term impacts on residents and road users, Roads and Maritime will carry out as much of the proposed work as possible during the day.

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 Bells Line of Road and Gross 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/hydneywest](http://www.rms.nsw.gov.au/projects/hydneywest) 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 **7 am and 6 pm** from **Monday to Friday**, and from **8 am to 1 pm** 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 **8 pm and 5 am** 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\\_nsw@downermouchel.com](mailto:enquiries_nsw@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](http://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 oversailing 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 updates and to find out more about the upcoming work visit the Roads and Maritime website at [www.rms.nsw.gov.au/roadprojects](http://www.rms.nsw.gov.au/roadprojects)

### Proposed electronic message sign 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\\_nsw@downermouchel.com](mailto:enquiries_nsw@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\\_nsw@downermouchel.com](mailto:enquiries_nsw@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\\_nsw@downermouchel.com](mailto:enquiries_nsw@downermouchel.com)

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

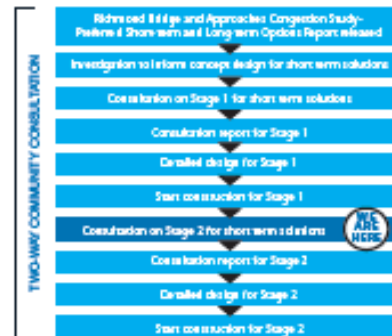
More information is also available at [rms.nsw.gov.au](http://rms.nsw.gov.au) by searching 'Richmond Intersection Improvements'.

## 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 this 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 أو مفسر، يرجى الاتصال بخدمة الترجمة الوطنية (TIS National) على رقم 131 450 أو طلبهم للاتصال DownerMouchel على رقم 1800 332 660.

**Chinese**  
如需普通话口译员，请致电 131 450 联系翻译和口译服务署 (TIS National)。如需他们致电 1800 332 660 联系 DownerMouchel。

**Mandarin**  
如果您需要口译员，请致电 131 450 联系翻译和口译服务署 (TIS National)。如需他们致电 1800 332 660 联系 DownerMouchel。

**Greek**  
Αν χρειάζεστε διαφώνηση, παρακαλούμε να τηλεφωνήσετε στην Υπηρεσία Μετάφρασης και Διαφώνησης (Εθνική Υπηρεσία ΤΣ) στο 131 450 και ζητήστε να τηλεφωνήσουν DownerMouchel στο 1800 332 660.

**Russian**  
Если вам нужен переводчик, то позвоните в Службу письменного и устного перевода (TIS National) по номеру 131 450 и скажите переводчику, что вам нужно позвонить в DownerMouchel по номеру 1800 332 660.

**Korean**  
통역사가 필요하시면 번역통역서비스 (TIS National)에 131 450 으로 연락하여 다음에게 1800 332 660 번호로 DownerMouchel에 전화하도록 요청하십시오.

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



September 2015  
RMS15241




Private Roads and Maritime Services ("PRMS") is subject to the Privacy and Personal Information Protection Act 1998 ("PPPI Act") which requires that we comply with the Information Privacy Principles set out in the PPPI Act. All information in correspondence is collected for the sole purpose of assisting in the assessment of this proposal. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not to be published. PRMS will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by PRMS at 27-01 Argyle Street, Parramatta NSW 2150. You have the right to access and correct the information if you believe that it is incorrect.




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



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



**BUILDING OUR FUTURE**



**Roads & Maritime**

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## Richmond Intersection Improvements - have your say

November 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. 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 Bells 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 Bells Line of Road and Grose Vale Road Improvement work includes:

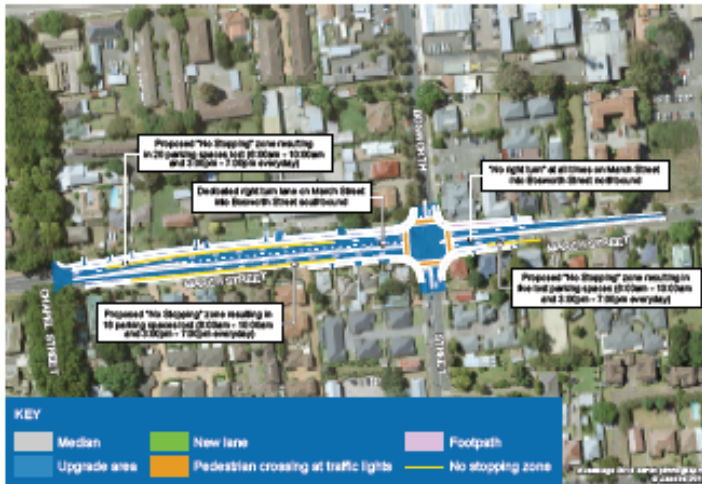
- Extending the dedicated right turn lane on Bells Line of Road into Grose Vale Road for southbound traffic
- Providing two dedicated right turn lanes on Grose Vale Road into Bells Line of Road for eastbound traffic
- Providing a dedicated right turn lane on Terrace Road into Bells Line of Road for westbound traffic
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- 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.



**KEY**

- Upgrade area
- Road widening work
- Footpaths
- No stopping zone
- Median
- Pedestrian crossing at traffic lights
- Bus zone

The proposed Bells Line of Road and Grose Vale Road improvements



The proposed March Street and Bosworth Street intersection improvement

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.

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](http://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](mailto: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](mailto:enquiries_nsw@downermouchel.com)
- Mail: DownerMouchel, Richmond Intersection Improvements - Stage 2, PO Box 6465, North Ryde NSW 2113

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**Caribbean**  
若你需要口譯員，請致電 131 450 聯絡翻譯和口譯服務署 (TIS National)。或與他們 致電 1800 332 660 聯絡 DownerMouchel。

**Mandarin**  
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**Vietnamese**  
Nếu cần thông ngôn viên, xin gọi về gọi cho Dịch Vụ Thông Phiên Dịch (TIS Toin Quốc) qua số 131 450 và nhờ họ gọi cho DownerMouchel qua số 1800 332 660.

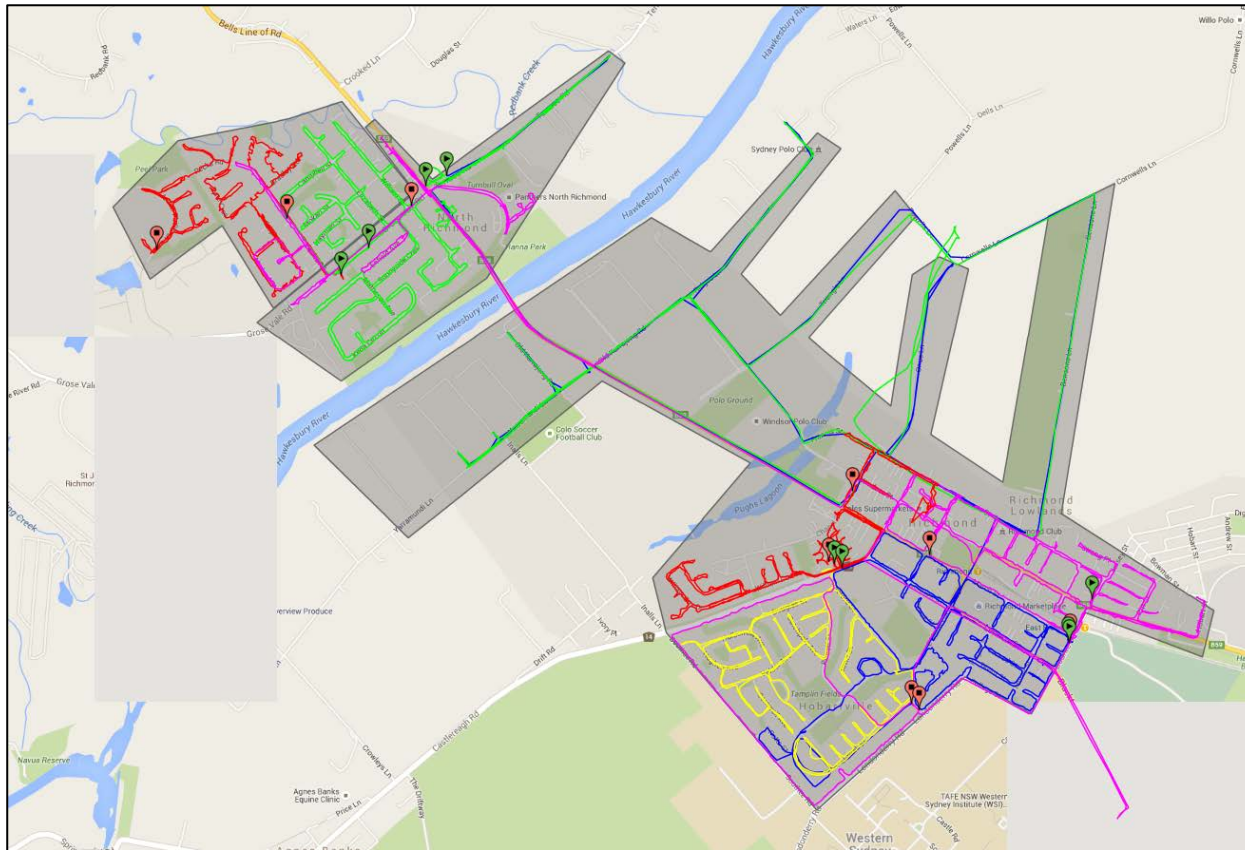


November 2015  
IMS 15.12.15



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## 6.4. Appendix D – Have your say extended consultation, distribution map





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



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