



Windsor Bridge over the Hawkesbury River

The Roads and Traffic Authority (RTA) has identified option 1 - a high level bridge 35 metres downstream of the existing bridge, as the preferred option to replace Windsor Bridge.

The RTA is seeking community feedback. Staffed displays and workshops will commence on Thursday 11 August 2011. See details inside.

This project is fully funded by the NSW Government.

Windsor Bridge is the oldest existing crossing of the Hawkesbury River. The bridge was opened in 1874, consisting of a timber deck and cast iron piers. Parts of the bridge are now 137 years old.

The bridge is 143 metres long and 6.1 metres wide. It carries an average of 18,000 vehicles per day.

Investigations to date

The RTA has investigated the condition of the existing bridge and the options to rehabilitate or replace it.

A community update describing nine options to rehabilitate or replace the existing bridge was distributed in July 2009. The community provided comments on these nine options (shown overpage) and a community workshop was held at Windsor Central Library on Saturday 1 August 2009.

Options considered



The RTA received 136 submissions from the community, council, businesses and groups on these options.

Representatives from Hawkesbury City Council, the NSW Heritage Branch and NSW Maritime have met with the RTA and provided submissions on the project. The RTA has briefed the NSW Heritage Council.

The community indicated concerns about the following areas:

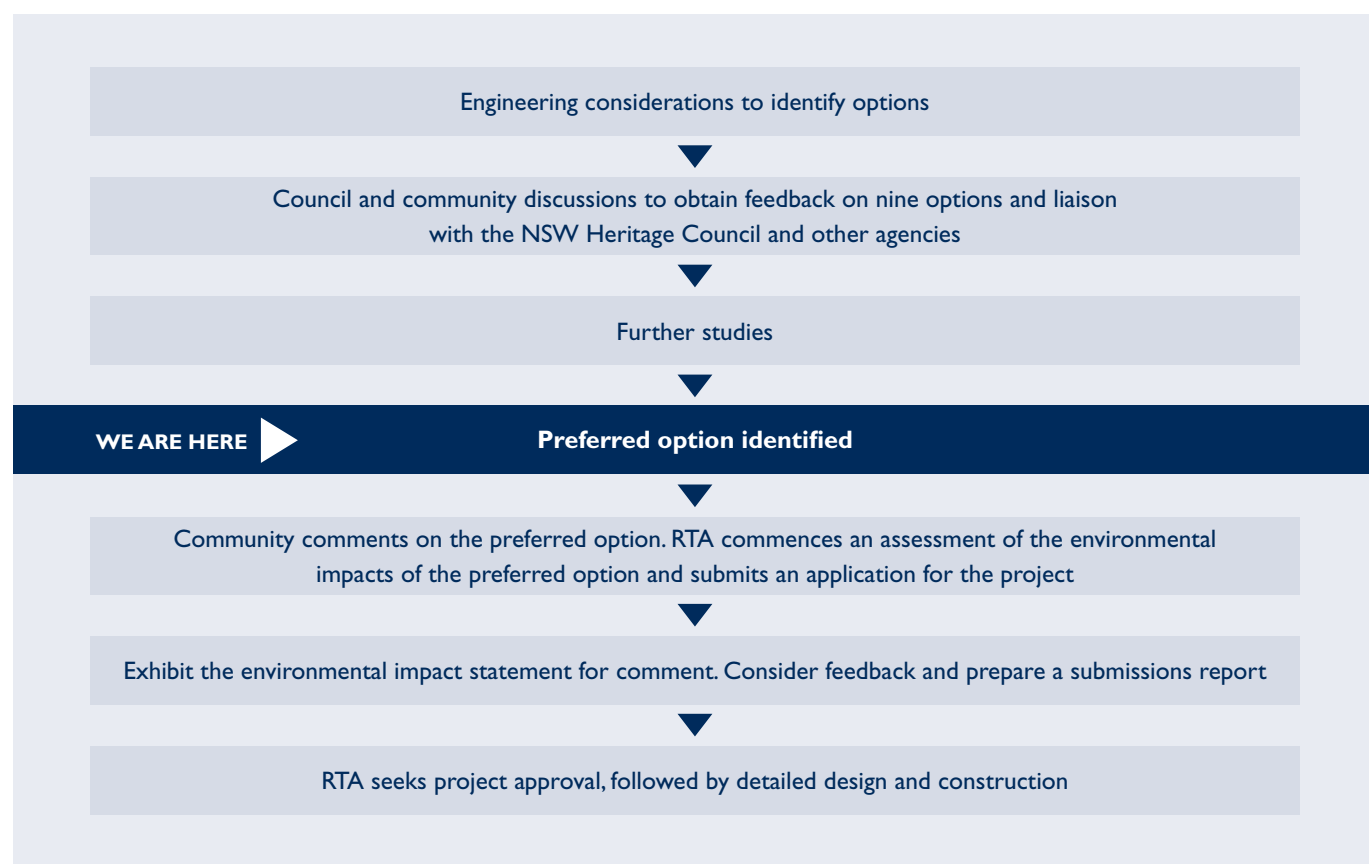
- The potential impacts on the heritage and character of the local area, including Thompson Square.
- Local community needs such as pedestrian and cyclist connections and recreational spaces.
- Increased noise and pollution.
- The potential loss of business in the town centre.
- Traffic and transport issues.
- Safety for motorists and pedestrians approaching and crossing the bridge.
- The level of flood protection that would be designed.
- The cost effectiveness of the new bridge.

The options have a range of quite different impacts. Some have strong amenity impacts, some have high construction costs, and all have heritage impacts.

The RTA has prepared an Options Report, which is on the website and summarises the relative impacts of these options.

The 2009 community consultation report and the 2011 Options Report are available to read or download at www.rta.nsw.gov.au/roadprojects.

The process to select a preferred replacement bridge



The RTA recognises the importance of achieving a balance between transport needs, social and heritage impacts, ecological, engineering and cost constraints. The replacement will result in a safer road environment. The Options Report contains an assessment of the relative performance of each option against a range of different impacts.

A preferred option was selected by considering:

1. Information on the impact of each of the options, in relation to economic, ecological, heritage, engineering and community issues.
2. Community and government agency issues and comments on these options.
3. Consideration of the performance of each of the options against the project objectives and criteria.

The RTA has identified option I as the preferred option. This option performs best on value for money. It satisfies most of the project objectives.

Importantly, option I can be delivered in stages, which satisfies current funding requirements. A first stage can be built now, a second stage can be delivered when further funding is available and traffic needs it.

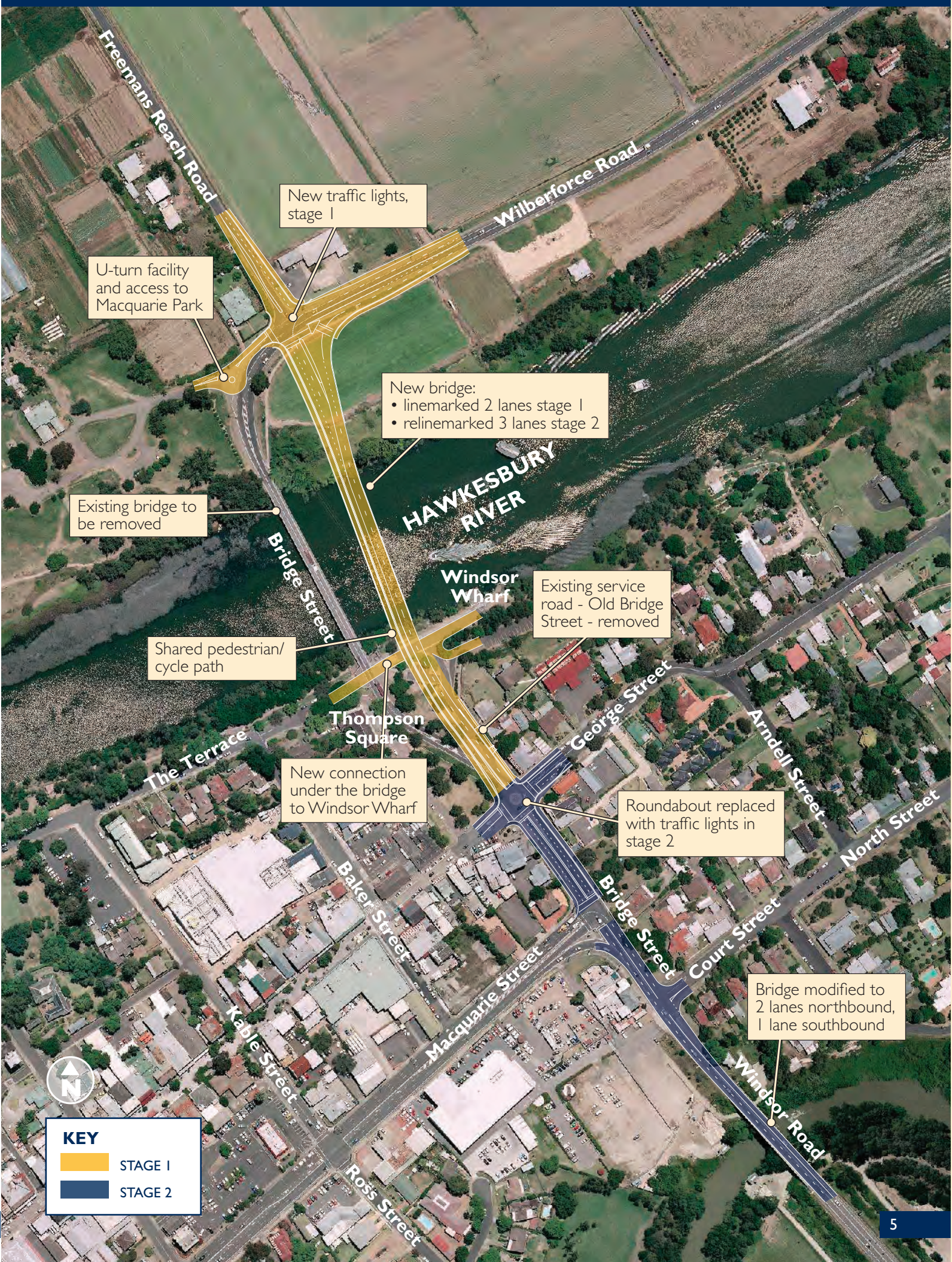


Project objectives

The project is to provide a safe and reliable crossing of the Hawkesbury River at Windsor. The following objectives were considered in the process to select a preferred option:

OBJECTIVES	CRITERIA	OPTION 1
To improve safety for motorists, pedestrians and cyclists	<ul style="list-style-type: none"> Meets various design codes (eg traffic lane widths, shoulder widths and shared path widths). Meets a current road speed of 60 km/h. Pedestrian safety. 	<ul style="list-style-type: none"> Yes, a new bridge would meet current design standards. Yes, a new bridge would meet current speed of 60km/h. Yes, provides new pedestrian access along The Terrace. Stage 2 George Street traffic lights have pedestrian crossings.
To improve traffic and transport efficiency	<ul style="list-style-type: none"> Minimises queue length/delays. Improves performance of road network (level of service). Enables two heavy vehicles to pass on the bridge without waiting. Improves the load capacity of the crossing to meet current load standards. 	<ul style="list-style-type: none"> Stage 2 includes new traffic lights at George Street and a third lane on Fitzroy Bridge at South Creek. Yes, the new traffic lights at Freemans Reach intersection and provisions for a future third lane on the bridge. Yes, wider lanes are provided. Yes, the new bridge would meet current standards.
To improve the level of flood immunity	<ul style="list-style-type: none"> Provide access in a 1-in-5 year flood event. 	<ul style="list-style-type: none"> Yes, for both the bridge and approaches.
To meet community needs for the long term	<ul style="list-style-type: none"> Provide an efficient connection for local and regional traffic. Provide pedestrian and cyclist connections to surrounding locations. Minimise impact on recreational space. Minimise impact on noise. Minimise impacts to businesses and shopping environment. Minimise impact on property access and the need for property acquisition. 100 year life span for the bridge structure. 	<ul style="list-style-type: none"> Yes, it retains a central connection to the Windsor township for local traffic. Less efficient for regional northbound and southbound traffic movements compared to other options. Yes, a shared cycle and pedestrian path is proposed. Yes, the proposal includes minimal impact to water skiing activities, it also unifies a large usable space of Thompson Square. Yes, it uses the existing road alignment. Noise impact is likely especially on Bridge Street properties. Yes, retains traffic flow and direct access to the Windsor town centre. It may affect amenity at outdoor dining and shops in certain areas near Thompson Square. Yes, some land to be acquired mostly from council. Right turn restrictions into Old Bridge Street will reduce access to these properties. Yes, a new bridge would have a 100 year life span.
To minimise the impact on the heritage and character of the local area	<ul style="list-style-type: none"> Minimise impact on Aboriginal and non-Aboriginal heritage and conservation areas. Protect the built heritage of the town and its setting. Minimise visual impact of the bridge and road approaches on the character of the area. 	<ul style="list-style-type: none"> Significant impact on Thompson Square. Land will need to be acquired in the State Heritage listed area. Heritage investigations and consultations will provide more detail on the potential impacts to Aboriginal and non-Aboriginal heritage. The proposed bridge is larger and higher than the existing Windsor bridge, visual impact is likely.
To be cost effective and an affordable outcome	<p>The option provides a cost effective solution in terms of:</p> <ul style="list-style-type: none"> Capital cost. Maintenance cost. Return on investment. Minimise construction impact. 	<ul style="list-style-type: none"> Yes, this option has the best result for economic feasibility. 6 months of investigation and 18 months construction impact in Thompson Square is likely.

Option 1 - stage 1 and stage 2 preliminary design



Preferred option

Option 1 is the preferred design for the new bridge. Option 1 is a high level, three lane bridge, linemarked with two lanes initially, and changed to three lanes in the future. There is clearance under the bridge so coaches and other high vehicles can travel along The Terrace.

Option 1 is located approximately 35 metres downstream from the existing bridge. It:

- Provides a crossing that is central to Windsor, connecting the northern side of the Hawkesbury River directly to the township.
- Connects The Terrace underneath the bridge, providing access for vehicles like garbage trucks and coaches to the new wharf.
- Includes a new signalised intersection at Freemans Reach and Wilberforce roads.
- Provides value for money.
- Retains traffic along an existing corridor.
- Would have minimal impact to traffic during construction.
- The existing bridge and road through Thompson Square would be removed. The proposal unifies a large usable space in Thompson Square, and provides approximately 500 extra square metres of open space.

Heritage issues

Thompson Square is recognised as one of the oldest public squares in Australia and vital in Windsor’s town layout. The square and many of the surrounding buildings are listed on the State Heritage Register.

The RTA recognises that the realignment of the bridge approach would have significant heritage impacts. The RTA will continue to work with the heritage specialists and the local community to ensure that impacts to Windsor’s heritage are minimised wherever possible.

Features

The current design is for the preferred option to be delivered in two stages. The cost of stage 1 is \$31 million.

Stage 1:

- A wide bridge marked as two lanes with 3.5 metre lanes and 2 metre shoulders, and 10 sets of piers.
- A 3 metre wide shared pedestrian/cycle path from Wilberforce Road, connecting to Thompson Square.
- A new signalised intersection at Freemans Reach and Wilberforce roads.
- The road through Thompson Square would be at a higher elevation. This means the existing road cutting would be filled in and returned to the park.

- The area to the river foreshore to be regraded and landscaped. A 1.5 metre wide footpath along the eastern side of Thompson Square would connect to The Terrace.
- The Terrace to be extended under the bridge to connect to the wharf and carpark on the eastern side of Thompson Square.
- The existing Windsor Bridge to be removed.

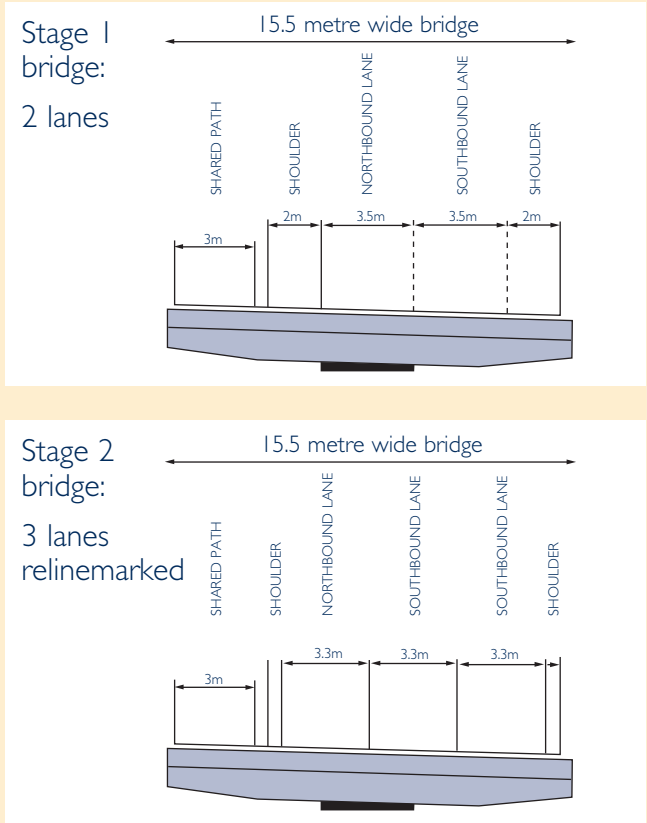
Stage 2 would be constructed when funds are available and traffic requires more road capacity.

Stage 2:

- Windsor Bridge to have two lanes southbound and one lane northbound. The shoulder widths would be reduced and a new lane added with new line marking (no additional construction work is required).
- Install traffic lights and pedestrian crossings at the George Street/Bridge Street intersection (essential for three lanes on the bridge).
- Fitzroy Bridge across South Creek to have two lanes northbound and one lane southbound.

Community consultation on the preferred option design is the next step. The RTA will be holding a community workshop to discuss and evaluate the preferred option with the community. See overpage for details of this session. The issues will be considered in the assessment of environmental impacts.

Cross section of proposed Windsor Bridge



Shopping centre displays

The RTA will hold two staffed shopping centre displays at the Windsor Riverview Shopping Centre on Thursday 11 August 2011 from 2pm to 8pm and Saturday 13 August 2011 from 10am to 3pm.

Community information session

The RTA will hold a community information session on Saturday 20 August 2011. The RTA project team will answer questions and receive your feedback. Please feel free to drop in at any time during the session.

The Deerubbin Centre (Windsor Central Library)
300 George Street, Windsor
Saturday 20 August 2011, 10am to 3pm

A sausage sizzle will be provided at lunchtime.

Community workshop

The RTA values your views and comments about the project and invites you to participate in a community workshop on Wednesday 31 August 2011. The purpose of the workshop is to examine option 1 and any issues or concerns from a wide range of perspectives. The following issues and others would be discussed:

- Access issues.
- Visual issues.
- Heritage impacts.
- Landscaping - in particular ideas and processes for Thompson Square.

Are you interested in participating in the community workshop?

The community workshop is planned for Wednesday 31 August 2011 and will be conducted by an independent facilitator.

The community workshop will be held at:

Windsor Function Centre
2 Dight Street, Windsor
Wednesday 31 August 2011
Starting at 5.30pm, finishing at 8.30pm

Supper will be provided on the night.

If you wish to attend please contact Lilen Pautasso on 02 9239 7283 before 29 August 2011 to help with making arrangements and catering.

Display locations

The preferred option is on display until **Friday 9 September 2011** at the following locations:

Hawkesbury City Council

366 George Street, Windsor
Monday to Friday 8.30am to 5pm

Windsor Central Library

The Deerubbin Centre (ground floor)
300 George Street, Windsor
Monday to Friday 9am to 7pm
Saturday 9am to 1pm
Sunday 2pm to 5pm

Richmond Motor Registry

173 Windsor Street, Richmond
Monday to Friday 8.30pm to 5pm
Saturday 8.30am to 12pm

Your comments are invited

Written comments on the preferred option are welcome, please address these to:

Yogarathnam Suthan, Project Manager
Roads and Traffic Authority
PO Box 973
Parramatta CBD NSW 2124

Email comments to Windsor_Bridge@rta.nsw.gov.au

Comments are requested by **Friday 9 September 2011**.

All submissions from the community and interested parties will be taken into account in finalising the design and preparing the environmental impact statement. The RTA will continue to inform the community of this project.

Reports published

A range of reports on the project have been published. Go to **www.rta.nsw.gov.au**, click on Road Projects and then north western Sydney on the map.

Next Steps

- Community and agency consultations to be published in a list of issues raised.
- Seek project requirements from the Department of Planning and Infrastructure.
- Undertake environmental studies on the preferred option.
- Prepare and exhibit the environmental impact statement.
- Seek planning approval from the Minister for Planning and Infrastructure.

Other work on the bridge

- A 40km/hr truck and bus speed limit on the Windsor Bridge commenced on Tuesday 14 June 2011.
- Routine inspections on Windsor Bridge were last conducted in May/June 2011. These inspections are part of the RTA's ongoing monitoring of the bridge to ensure it remains safe and serviceable for use until a replacement bridge is constructed.

Looking south to Windsor



A 3D animation of the preferred option is now on the RTA website - go to www.rta.nsw.gov.au and click on Road Projects.

Bridge Street looking north



australian
made



carbon
neutral



ISO
14001
mill
certified



renewable
energy



sustainable
forest



CONSUMER

RTA uses
Greenhouse Friendly™
ENVI Carbon Neutral Paper

ENVI is an Australian Government
certified Greenhouse Friendly™ Product.

Addendum: Version 2 printed 8 August 2011. The word 'archaeological' has been replaced with the word 'heritage'.

Tell us what you think. We have a new website www.rta.nsw.gov.au/roadprojects. We hope this site makes it easier to find the project information you need. We are interested in your feedback. Email us at Project_Customer_Services@rta.nsw.gov.au

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For more information contact:

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