

New Richmond Bridge and traffic improvements Stage 1 – The Driftway

Frequently Asked Questions

The Australian and NSW Governments are funding traffic improvements including a new bridge over the Hawkesbury River between Richmond and North Richmond.

Project details

Why do we need to upgrade The Driftway?

Future population and traffic growth in the Richmond and North Richmond area is expected to result in increased congestion and travel times on the local road network. This would also increase the risk of road accidents. To improve safety and efficiency, Transport for NSW developed a range of options for traffic improvements, including a new bridge over the Hawkesbury River between Richmond and North Richmond. In early 2020, following community and stakeholder feedback, four options were shortlisted for further assessment. Each of the shortlisted options had a common element to provide upgrades to The Driftway between Londonderry and Blacktown Roads. While we consulted on the preferred option and recently announced the revised preferred option, Transport is progressing with the upgrades to The Driftway as Stage 1 of the New Richmond Bridge and traffic improvements project. Improvements to The Driftway as Stage 1 would deliver early safety benefits to the community. From August 2015 to June 2020, 29 crashes occurred on The Driftway between Londonderry Road and Blacktown Road, mainly at its intersection with these two roads. Upgrades to The Driftway between Londonderry and Blacktown Roads would also improve travel time reliability and flood resilience.

What are key features of the proposed upgrade?

Key features of Stage 1 include:

- Upgrade of the intersection of Londonderry Road / The Driftway to a roundabout
- Upgrade of The Driftway intersections with Luxford Road and Reynolds Road to channelised right turn T-junctions
- Realignment of The Driftway at its eastern extent to create a four-leg roundabout with Blacktown Road and Racecourse Road
- A new bridge over a tributary of Rickabys Creek
- A new retaining wall along the north western corner of Racecourse Road and Blacktown Road
- Pavement improvements to 3.8 kilometres of The Driftway, including widening both shoulders to 1.5 metres
- Modifications to driveways and property adjustment works
- Removal of the redundant section of The Driftway and its intersection with Blacktown Road. Reshaping of this area for flood storage capacity
- Drainage improvements along The Driftway
- Relocation and/or adjustments to public utilities and street lighting

- Ancillary work including safety barriers, signage, line marking and environmental protection work
- Landscaping and rehabilitation work
- Temporary ancillary construction facility and laydown areas.

What are the benefits of the project?

Improvements to The Driftway would:

- Reduce crashes at intersections
- Cater for future traffic growth
- Assist with improving public and active transport connections
- Assist with economic development, liveability, and support Council's long-term vision for the town centres of Richmond and North Richmond.

How would upgrades to The Driftway impact flooding?

Flood resilience would be improved by raising the new realigned section at the eastern end of The Driftway by over three metres. Generally, the project would result in a decrease in depth and duration of inundation during flood events for most properties, however an increase would be experienced at some properties located along the southern side of The Driftway. The detailed design process will investigate any additional drainage improvements required to avoid impacts to private properties.

What would drainage, pavement and driveway improvements involve?

To reduce ongoing maintenance issues on The Driftway, improvements to pavement and drainage would be undertaken. Pavement improvements would involve repairing the existing pavement and raising pavement levels on The Driftway about 210 millimetres. Drainage improvements would include larger culverts under The Driftway and new pipes across driveways to drain water and reduce ponding next to the road and property access points. In order to accommodate the revised road levels, adjustments to property access points would be required. We will consult with property owners during detailed design regarding any changes to property access. Access to affected properties would be maintained during construction.

Environmental factors

What would be the construction work hours?

Our standard work hours would be between 7am and 6pm Monday to Friday and between 8am and 1pm on Saturdays. At times, we may need to carry out some out of hours or night work. Transport will inform the community ahead of any out of hours or night work and the potential impacts of the work.

How long would construction take?

The early work (which includes Sydney Water main relocation along The Driftway) will start in April 2023 and will complete in late September 2023. A construction start date for main works would be determined during the next phase of design, however, we expect main construction of the project that will start in 2024 will take about 20 months to complete.

What would be the expected construction impacts?

Our work may be noisy at times, and some vibration may also be experienced. Where possible, we would work to implement noise and vibration mitigation measures to minimise our impact. Before construction starts, we would prepare and implement a Noise and Vibration Management Plan. The plan would identify noisy activities and their impacts, best work hours for noisy activities to reduce impact, an ongoing noise monitoring program, how to apply respite, and processes for notifying the local community about noisy activities. To help mitigate operational noise

impacts, at source noise treatments and at-property treatments have been recommended in the Review of Environmental Factors (REF). We will work with property owners to determine appropriate treatments and will provide the treatments prior to construction work start in 2024.

What would be the traffic impacts during construction?

Construction would result in a temporary increase in traffic on The Driftway and the surrounding road network. Construction vehicle movements are expected to peak during material delivery and during the main earthwork and civil construction. Temporary traffic restrictions such as lane closures, detours and lower speed limits would need to be put in place for the safety of our workers. A Traffic Management Plan would be developed to minimise delays to road users. Private property access would be maintained during construction unless otherwise agreed with the property owner.

Would there be any impacts to bus stops or services?

Bus stops on Londonderry Road would be relocated south due to the upgrade of the intersection. Bus routes along Londonderry Road (677) and Blacktown Road (675) may experience minor delays during construction.

How would we manage air quality and dust?

Some construction activities may generate dust. Where possible, we would work to implement dust mitigation measures to minimise the dust impact. Some of these measures include covering materials, using designated routes, reduced speed limits, water carts, and daily visually monitoring of the sites. We would also implement our Air Quality Management Plan, which would detail further mitigation controls.

How would you manage the impact to environment, biodiversity and flora and fauna?

We understand the importance of managing the project's impact on the environment and take environmental conservation and protection seriously. The design has been refined to minimise environmental impact where possible, however, the project would impact up to 5.66 hectares of native vegetation. We would prepare a Flora and Fauna Management Plan which would include measures to minimise the impacts of clearances and vegetation removal as well as procedures to manage unexpected finds. An offset strategy would be finalised when final impacts are known.

Would there be any impacts to heritage?

As part of the REF, we have assessed the project's impact on Aboriginal cultural heritage and Non-Aboriginal heritage. The construction and operation of the project are unlikely to impact on Aboriginal and Non-Aboriginal heritage items. Should any items be uncovered during the work, Transport's Unexpected Heritage Items (2015) plan would be followed.

What landscaping would be done?

A landscaping strategy has been developed as part of the REF which includes replanting native vegetation to integrate the road into its surrounding environment. More information such as plant species will be available in the Urban Design and Landscaping Plan, which would be developed as part of the detailed design phase.

What community consultation has taken place?

Transport for NSW prepared a REF for the New Richmond bridge and traffic improvements - Stage 1 The Driftway. The REF was publicly displayed between 15 November 2021 and 10 December 2021. Two online community information sessions were held on 24 November 2021 and 25 November 2021.

Local councils, other state government agencies and industry stakeholders have also been consulted on the broad study area.

What was assessed as part of the REF for Stage 1 The Driftway?

The REF has assessed the potential impacts for the project, relating to:

- Traffic and transport
- Noise and vibration
- Heritage
- Landscape character and visual impacts
- Biodiversity
- Water quality and soil
- Socio-economic, property and land use
- Air quality
- Hydrology and flooding.

Were there any design changes after the REF display:

As a result of consultation on the REF, Transport has revised the proposal design to address some of the feedback received in submissions and proposed some design revisions. This information is available in the Submission Report available on our website

An additional lane on south bound carriageway of proposed Londonderry roundabout will be added as a part of flood evacuation route. Also there may be some design changes during detail design stage. We will advise the community during the detailed design stage.

What happens next?

We are progressing with the detailed design for Stage 1.

We have awarded the contract to start early work which includes Sydney Water main relocation in preparation for construction.

We will continue our investigation work including surveying the road corridor, environmental inspections and investigating underground utilities and if required, potholing.

Where can I get more information:

Information is available on our website <https://www.transport.nsw.gov.au/projects/current-projects/new-richmond-bridge-and-traffic-improvements-stage-1>

If more information about this project is required, please contact us via 1800 240 066 or email thedriftway@transport.nsw.gov.au

