Community consultation

Shopping centre displays

The RTA will hold two shopping centre displays on Saturday 28 August from 9am to 5pm at the Richmond Motor Registry and Sunday 29 August from 9am to 5pm at Windsor Central Library.

Community information session

The RTA will hold a community information session on Tuesday 29 August at 6pm at the Windsor Function Centre, 31 August 2011. For more information contact: Windsor_Bridge@rta.nsw.gov.au.

Windsor Function Centre

31 Dight Street, Windsor

Windsor 2560, NSW

Tel: 9477 1800

Mail: PO Box 973 Windsor NSW 2560

Privacy: The Roads and Traffic Authority (RTA) is subject to the Privacy and Personal Information Act 1988 ("PIPP Act") which requires that we comply with the Information Privacy Principles set out in the PIPP Act. All information in correspondence is collected for the sole purpose of assisting in the assessment of this proposal. The information provided may be used by the RTA for the purposes of assessing this proposal. You may request access to information held about you and request its correction if it is incorrect. Written comments on the preferred option are welcome, please address these to:

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

Your comments are invited

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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 hear your views and comments from a wide range of perspectives. The following topics will be discussed:

- Access issues.
- Environmental impacts.
- Traffic congestion.
- Heritage
- Local community needs such as pedestrian and cyclist access.
- Community service impacts.
- An economic assessment of the economic impacts of closing the bridge.
- Local residents' and businesses' views.
- Future impact on the local area, including Thompson Square.

Next Steps

- Community and agency consultations to be published in full of all project options.
- Environment Protection Authority approval of environmental impact statements.
- Spot plan approval from the Minister for Planning and Infrastructure.
- Local residents to be consulted on preferred option.
- Prepare and submit the environmental impact statements.

For more information contact:

windsor_Bridge@rta.nsw.gov.au | Telephone: 9477 1800 | Mail: PO Box 973 Windsor NSW 2560

Options considered

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 1 August 2011. See details inside.

This project is fully funded by the NSW Government.

Windsor Bridge over the Hawkesbury River

The RTA has investigated the condition of the existing bridge and the options to rehabilitate it. The RTA has briefed the NSW Heritage Council, the NSW Heritage Branch and local community groups on these options. The RTA received 136 submissions from the community, which will be reviewed as part of the assessment of the preferred option.

Windsor Bridge is the oldest existing remaining of the Hawkesbury River. The bridge was opened in 1874 consisting of 13 timber deck and approximately 57 metres long. The bridge has a road width of 7.5 metres.

The bridge carries an average of 18,000 vehicles per day. The bridge is 143 metres long and 6.1 metres wide. It was built to carry the Hawkesbury River. The bridge was opened in 1874.

The bridge is 137 years old. Investigations to date

The RTA has investigated the condition of the existing bridge and the options to rehabilitate it. The RTA has briefed the NSW Heritage Council, the NSW Heritage Branch and local community groups on these options. The RTA received 136 submissions from the community, which will be reviewed as part of the assessment of the preferred option.

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The bridge carries an average of 18,000 vehicles per day. The bridge is 143 metres long and 6.1 metres wide. It was built to carry the Hawkesbury River. The bridge was opened in 1874.

The bridge is 137 years old. The current condition of the bridge is poor. The bridge has been assessed on multiple occasions, including Thompson Square, and community service impact and social connectivity and regional transport is an issue for the bridge.

The potential loss of business in the town centre.

Traffic and community service impacts.

Safety for motorists and pedestrians approaching and crossing the bridge.

The need of flood protection that would be designed.

The cost effectiveness of new bridge.

Investigations to date

The RTA has investigated the condition of the existing bridge and the options to rehabilitate it. The RTA has briefed the NSW Heritage Council, the NSW Heritage Branch and local community groups on these options. The RTA received 136 submissions from the community, which will be reviewed as part of the assessment of the preferred option.

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The bridge is 137 years old.
If you wish to attend please contact Lilen Pautasso on Wednesday 31 August 2011.

The community workshop will be held at:

Independent Facilitator.

The community workshop is planned for Wednesday 31 August 2011. The purpose is to examine option 1 and any issues or concerns from a wide range of perspectives. The following topics may be covered:

- Access issues
- Visual impact
- Heritage impacts
- Landscaping - in particular ideas and processes for

Next steps

- Community and agency consultations to be published in full as soon as possible.
- Legislation to allow the Road Bridge to be taken out of the Hawkesbury-Nepean Catchment.
- The community will be informed of any planning and environmental impact assessment
- Spot-planning approval from the Minister for Planning and Infrastructure.

Seek planning approval from the Minister for Planning and Infrastructure.

Undertake environmental studies on the preferred option.

• Seek project requirements from the Department of Planning and Infrastructure.

The cost effectiveness of the new bridge.

• The level of flood protection that would be designed.

Safety for motorists and pedestrians approaching and crossing the bridge.

• Connections and recreational spaces.

The 2009 community consultation report and the 2011 feedback. Staffed displays and workshops will commence on Thursday 11 August 2011.

Investigations to date

The RTA has investigated the condition of the existing bridge and the options to establish a project. A community update describing nine options to rehabilitate or replace the existing bridge and the options to rehabilitate or replace it.

Some have strong amenity impacts, some have high cost effectiveness and some have low cost effectiveness.

The RTA has prepared an Options Report, which is available for viewing on the RTA website - go to www.rta.nsw.gov.au.

Representatives from Hawkesbury City Council, the NSW Department of Planning and Infrastructure, and NSW Forests have met with the RTA and provided feedback on the project. The RTA has briefed the NSW Heritage Council.

The 2009 community consultation report and the 2011 feedback.

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The RTA has prepared the Options Report, which is available for viewing on the RTA website - go to www.rta.nsw.gov.au.

153 Windsor Street, Richmond

Monday to Friday 9am to 7pm

Saturday 9am to 1pm

www.rta.nsw.gov.au | 13 22 13

www.rta.nsw.gov.au | 02 8849 2694

For more information contact:

Viv Knight (ph 20.01.07) on behalf of the Heritage Council.

The RTA and provided submissions on the project. The RTA has briefed the NSW Heritage Council.

These inspections were undertaken for this project. July 2011.

Other work on the bridge

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

Community consultation

The community workshop is planned for Wednesday 31 August 2011 and will be undertaken in an independent facilitator

Windsor Function Centre

level three offices at the following locations:

Newcastle (Level 3, The Market Square)

Windsor Central Library

on this artist’s impression is

Windsor Central Library

Windsor Riverview Shopping Centre on Thursday 11 August 2011.

The preferred option is on display until September 2011.

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These options have a range of different impacts. Some have high amenity impacts, some have high cost effectiveness and some have low cost effectiveness.
The process to select a preferred replacement bridge

The Options Report contains an assessment of the environmental impacts, ecological, engineering and cost constraints.

The RTA recognises the importance of achieving a balance between meeting the project objectives and criteria.

Community comments on the preferred option that considers an assessment of the environmental impacts of the preferred option are obtained for the project.

The Comments and Submissions Report for the preferred option is prepared by detailed design and construction.

The options identified in the preferred option and criteria:

The Preferred option is one of the following two options:

1. Option 1 - a high level new bridge connected to the existing bridge to the south.
2. Option 2 - a low level extension connected to the existing bridge to the north.

The issues will be considered in the assessment of the preferred option and criteria.
The process to select a preferred replacement bridge

The Options Report contains an assessment of the relative performance of each option against a range of engineering and community issues.

The Options Report contains an assessment of the environmental impact of the preferred option and identifies options that perform best on value for money.

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The process to select a preferred replacement bridge

1. A preferred option was selected by considering:
   - different impacts.
   - The Options Report contains an assessment of the impacts, ecological, engineering and cost constraints.
   - Community comments on the preferred option that contains an assessment of the environmental impacts of the preferred option and alternatives for the project.
   - Display the environmental impact statement for comment.

2. A commencement of an assessment of the environmental
   - impacts of the preferred option and submits an application for the project
   - A seeks project approval, followed by detailed design and construction.
   - It satisfies most of the project objectives.

3. If the new bridge does not satisfy current funding requirements. A first stage can
   - be built now, a second stage can be delivered when
   - satisfies current funding requirements. A first stage can

4. The process to select a preferred replacement bridge

Project objectives

- The project provides safe and reliable crossing of the Hawkesbury River at Windsor. The following objectives are identified as the priorities in what is a preliminary option.

**Option 1**

1. **To improve safety, accessibility for pedestrians and cyclists**
   - The existing bridge has limited facilities for pedestrians and cyclists.
   - A new bridge would better meet current standards, providing adequate space for both cyclists and pedestrians.

2. **To improve traffic and transport efficiency**
   - The stage 1 bridge has single traffic lanes.
   - Stage 2 includes new traffic lanes at George Street Roundabout.
   - This would provide improved connectivity.

3. **To improve the transport and urban environment for the local area**
   - Involves traffic and road improvements.
   - Changes to traffic management at Freemans Reach and Windsor Roads.
   - The roadway would use existing corridors.
   - Provides access in a 1-in-5 year flood event.

4. **To reharmonise Heritage issues**
   - The existing bridge and road through Thompson Square.
   - The square and many of the surrounding buildings are heritage rich.
   - A new bridge would introduce a large open space in Thompson Square and provide approximately 500 square metres of open space.

**Option 2**

1. **To improve safety, accessibility for pedestrians and cyclists**
   - Provides improved facilities for cyclists and pedestrians.
   - Easily accessible, comfortable for both cyclists and pedestrians.

2. **To improve traffic and transport efficiency**
   - A new bridge would reduce congestion.
   - Significantly reduce the number of vehicles.
   - Provides improved connectivity.

3. **To improve the transport and urban environment for the local area**
   - The existing road through Thompson Square.
   - Requires new traffic light and pedestrian crossings.
   - Provides improved connectivity.

**Option 3**

1. **To improve safety, accessibility for pedestrians and cyclists**
   - Provides improved facilities for cyclists and pedestrians.
   - Easily accessible, comfortable for both cyclists and pedestrians.

2. **To improve traffic and transport efficiency**
   - A new bridge would improve the efficiency of road transport.
   - Provides improved connectivity.

3. **To improve the transport and urban environment for the local area**
   - The existing road through Thompson Square.
   - Requires new traffic light and pedestrian crossings.
   - Provides improved connectivity.

**Option 4**

1. **To improve safety, accessibility for pedestrians and cyclists**
   - Provides improved facilities for cyclists and pedestrians.
   - Easily accessible, comfortable for both cyclists and pedestrians.

2. **To improve traffic and transport efficiency**
   - A new bridge would improve the efficiency of road transport.
   - Provides improved connectivity.

3. **To improve the transport and urban environment for the local area**
   - The existing road through Thompson Square.
   - Requires new traffic light and pedestrian crossings.
   - Provides improved connectivity.

**Option 5**

1. **To improve safety, accessibility for pedestrians and cyclists**
   - Provides improved facilities for cyclists and pedestrians.
   - Easily accessible, comfortable for both cyclists and pedestrians.

2. **To improve traffic and transport efficiency**
   - A new bridge would improve the efficiency of road transport.
   - Provides improved connectivity.

3. **To improve the transport and urban environment for the local area**
   - The existing road through Thompson Square.
   - Requires new traffic light and pedestrian crossings.
   - Provides improved connectivity.

**Option 6**

1. **To improve safety, accessibility for pedestrians and cyclists**
   - Provides improved facilities for cyclists and pedestrians.
   - Easily accessible, comfortable for both cyclists and pedestrians.

2. **To improve traffic and transport efficiency**
   - A new bridge would improve the efficiency of road transport.
   - Provides improved connectivity.

3. **To improve the transport and urban environment for the local area**
   - The existing road through Thompson Square.
   - Requires new traffic light and pedestrian crossings.
   - Provides improved connectivity.

**Option 7**

1. **To improve safety, accessibility for pedestrians and cyclists**
   - Provides improved facilities for cyclists and pedestrians.
   - Easily accessible, comfortable for both cyclists and pedestrians.

2. **To improve traffic and transport efficiency**
   - A new bridge would improve the efficiency of road transport.
   - Provides improved connectivity.

3. **To improve the transport and urban environment for the local area**
   - The existing road through Thompson Square.
   - Requires new traffic light and pedestrian crossings.
   - Provides improved connectivity.

**Option 8**

1. **To improve safety, accessibility for pedestrians and cyclists**
   - Provides improved facilities for cyclists and pedestrians.
   - Easily accessible, comfortable for both cyclists and pedestrians.

2. **To improve traffic and transport efficiency**
   - A new bridge would improve the efficiency of road transport.
   - Provides improved connectivity.

3. **To improve the transport and urban environment for the local area**
   - The existing road through Thompson Square.
   - Requires new traffic light and pedestrian crossings.
   - Provides improved connectivity.

**Option 9**

1. **To improve safety, accessibility for pedestrians and cyclists**
   - Provides improved facilities for cyclists and pedestrians.
   - Easily accessible, comfortable for both cyclists and pedestrians.

2. **To improve traffic and transport efficiency**
   - A new bridge would improve the efficiency of road transport.
   - Provides improved connectivity.

3. **To improve the transport and urban environment for the local area**
   - The existing road through Thompson Square.
   - Requires new traffic light and pedestrian crossings.
   - Provides improved connectivity.
The process to select a preferred replacement bridge

The RTA recognises the importance of achieving a delivery of the project that is within budget, satisfies community expectations, is cost-effective, is responsive to community comments, and is responsive to other matters that may impact safety, capacity and community amenity. The Project is anticipated to take six years to deliver.

The key aspects of the project are:

- To improve safety for pedestrians, cyclists, and motorists
- To improve traffic capacity and efficiency
- To improve community amenity
- To satisfy current funding requirements

The RTA recognises that the realignment of the bridge approaches and/orAws heritage investigations and consultations will provide more detail on the potential impacts to Aboriginal and non-Aboriginal heritage. The team will continue to work with the heritage specialists and the RTA to ensure that impacts on the heritage are minimised and acceptable.

Option 1 - stage 1 and stage 2 preliminary design

Option 1 is a high level, high capacity, 3 lane bridge, linemarked for three lanes on the bridge. The bridge will be a high level three lane bridge, linemarked for three lanes on the bridge, and includes a significant realignment of the road approaches on the character of the road and its setting.

The bridge will be located upstream of the Thompson Square, on the southern side of Wilberforce Road, connecting to Thompson Square. It may affect amenity at Thompson Square. Land will need to be acquired in the State Heritage listed area.

Thompson Square is recognised as one of the oldest commercial squares in the State and is an important and significant location. The square and many of the surrounding buildings are of historical and architectural significance and are recognised by the New South Wales Heritage Council and the Aboriginal Heritage Council.

Option 1: A new bridge would meet current load standards, provide access in a 1-in-5 year flood event, the new traffic lights at Freemans Reach and Wilberforce Roads will be retained, provides a crossing that is central to Windsor, and its setting. It may affect amenity at Thompson Square.

Option 2: Option 2 is a low level, two lane bridge, linemarked for one lane on the bridge. It will be located upstream of the Thompson Square, on the southern side of Wilberforce Road, connecting to Thompson Square.

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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.

Investigations to date
The RTA has investigated the condition of the existing bridge and the options to establish the new bridge.
A community update describing nine options to rehabilitate or replace Windsor Bridge and the options to rehabilitate or replace Windsor Bridge was held at Windsor Central Library on Saturday 20 August 2011.

Non-technical summary of impacts
The options have a range of quite different impacts. The summary below outlines some of the impacts, benefits and other factors the RTA considered in the technical assessment.

Traffic and transport impacts
The impacts of each option on traffic and transport are summarised in the technical assessment.

Heritage impacts
The options have quite different impacts on the heritage and character of the area.

Access issues: a comparison of the options
The options have quite different impacts on the level of access to the Hawkesbury River.

Community consultation
The RTA will host a community consultation session on August 29, 2011. The project team will issue a Community Consultation Report in July 2011.

Supper will be provided on the night.

Wednesday 31 August 2011
Windsor Function Centre
The community workshop will be held at:

Other work on the bridge
• 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.

-loving north to windsor

looking south to windsor

The RTA received 136 submissions from the community on September 4, 2011.

You have the right to access and correct the information if you believe that it is incorrect.
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 8 August 2011. For more information contact:

Yogaratnam Suthan, Project Manager, Roads and Traffic Authority

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Other work on the bridge
• At 8pm on 31 August the Windsor Bridge Commission was convened on Tuesday 8 August 2011.
• Routine inspections on Windsor Bridge were conducted on 12 July 2011. These inspections are part of the regular ongoing monitoring of the bridge to ensure safe use and maintenance for use and complementation of a new bridge is considered.

The RTA conducted 132 submissions from the community consulted on the September 2009 community consultation report and the 2011 mapping options. Representations from Hawkesbury City Council, Orange and Windsor Councils have not with the RTA and provided on these options.

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

The project has been funded by the NSW Government.

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