LANSDOWNE BRIDGE

Issues Report

April 2013

RMS Publication 13.210
1. Introduction

Lansdowne Bridge is located on Bungonia Road at the crossing of Mulwaree Ponds, approximately 1.6 kilometres southeast of Goulburn town centre. Bungonia Road is a recognised travelling stock route and carries motor vehicle and heavy vehicle traffic through the surrounding area.

Lansdowne Bridge is a sealed timber decked bridge with a travelling surface width of 5.48 metres. The bridge consists of seven timber spans of approximately 10 metres in length and a main timber (steel reinforced) de Burgh Truss span of 27.43 metres. The main channel crossing is approximately 20 metres in width although the whole area to the west of the bridge is subject to flooding. There is no capacity for two-way vehicle movement on the bridge and there are no shoulder or cycle lane facilities provided on the existing structure.

An inspection of the existing bridge structure and road approaches has identified a number of deficiencies:

- Designed for loads much less than those applied by modern heavy trucks.
- Bridge unable to carry Higher Mass Limit (HML) vehicles.
- Built as a single lane bridge and inconvenient to modern traffic densities.
- The deck, cross girder, timber girders and truss elements were designed for traffic travelling much slower than today, so impact and fatigue defects are greater.
- Maintenance costs have continued to be relatively high because much of the work is labour intensive.
- Some structural timber elements are in fair to poor condition.

In 2010 Lansdowne Bridge was included in the Roads and Maritime Services (RMS) Timber Truss Bridge Strategy which outlined a methodology for assessing the conservation suitability and approach for the 48 remaining timber truss bridges managed by RMS.

The Strategy was advertised for public comment between 18 July and 26 August 2011. At the time of public display Lansdowne Bridge was marked for retention. During the consultation period, an extensive submission was received from Goulburn Mulwaree Council requesting a new bridge be built. This was the only submission received in relation to Lansdowne Bridge.

After extensive discussions with council and the consideration of a range of other factors including safety, maintenance and future bridge requirements, the revised Timber Truss Bridge Strategy (August 2012) outlined Lansdowne Bridge would be replaced.

In December 2012 RMS invited members of the public to comment on the plan to replace the existing Lansdowne Bridge. The submission period closed on 31 January 2013 and RMS received eight submissions.

This Issues Report provides a compilation of the issues raised in the submissions. Feedback was received through letters, emails and telephone conversations with the Project Manager.

The feedback included the following broad topic areas:

- Safety factors.
- Heritage.
- Forbes Street intersection.

2. Proposal

RMS is considering community feedback in the planning and design stages of the project to provide the best outcome for the community.

RMS will display the proposed bridge design as part of the Review of Environmental Factors (REF) which will be on display for community feedback later in 2013.
3. Consultation

RMS placed 10 advertisements in the Goulburn Post between November 2012 and January 2013 inviting members of the public to comment on the future of the Lansdowne Bridge. Members of the public were guided to the project webpage for more information.

A dedicated project webpage was established on the RMS website and contained background information and the latest news on the project. A media release inviting the community to comment was distributed to local media in late November 2012.

The community was encouraged to contact the Project Manager via phone, email or letter if they had any questions or needed more information. Submissions closed 31 January 2013.

4. Issues and Responses

Eight submissions were received from the community - three via phone, one letter and four via email. Each of the submissions fell into one or more of the following categories which will be explored further below:

1. Safety
2. Heritage
3. Access
4. Decision Making Process

Below is a summary table of the submissions and the categories that they included:

<table>
<thead>
<tr>
<th>Submission</th>
<th>Safety</th>
<th>Heritage</th>
<th>Access</th>
<th>Decision Making Process</th>
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4.1 Safety

Four submissions raised concerns regarding safety. Of particular concern is the junction with Forbes Street and the narrow width, poor surface and the lack of pedestrian facilities on the existing bridge. Two of the submissions also mentioned the increased traffic volumes that currently use the bridge and future traffic increases.

All submissions received regarding safety mentioned the poor alignment of the existing bridge, particularly the intersection with Forbes Street. One of the submissions also outlined that if a new bridge were to be built to the south of the existing bridge that the alignment would be improved.
4.2 Heritage

Three submissions focused on the heritage aspects of the existing de Burgh Truss Bridge, all of which requested that the existing bridge be retained/rehabilitated and a new bridge be built adjacent to the existing bridge. One submission mentioned the abutments from a bridge that preceded the existing de Burgh Truss Bridge may be a risk to building a new bridge adjacent to the existing structure.

4.3 Access

Three submissions outlined access as an issue. The two areas of concern were the temporary detour while a new bridge is being built and the possible permanent closure of Forbes Street by Goulburn Mulwaree Council.

One submission was solely concerned with the closure of Forbes Street. This submission stated that the detours would not be suitable for long vehicles or vehicles with trailers. The submission also stated that Forbes Street was a useful route during flooding and fires, and that the road should be kept open for these reasons.

4.4 Decision Making Process

Three submissions raised concerns with the decision making process. One submission questioned the need for community consultation and an environmental assessment but requested that a new bridge be built on the same alignment as soon as possible.

The two remaining submissions questioned if adequate assessments have been undertaken and requested a full set of options be presented to the public for feedback. One of these submissions also questioned why Lansdowne Bridge had been changed from retention in the draft Timber Truss Bridge Strategy to demolition in the revised Strategy.

5. Recommendations and way forward

RMS has considered all submissions and issues raised by the community and stakeholders during the consultation period.

RMS recognises the importance of retaining de Burgh bridges for historical purposes and has committed to retaining several other examples across the state. This revised Strategy has been endorsed by the NSW Heritage Council and is available on the RMS website.

Further consultation with stakeholder groups is underway to provide the best new bridge outcome for the community. RMS will continue to work with community members and the Goulburn Heritage Group to address their concerns.

RMS will continue to liaise with Goulburn Mulwaree Council regarding the use of Forbes Street.

Safety issues raised in submissions will be addressed once the new bridge is complete. The new Lansdowne Bridge will improve safety due to wider traffic lanes, cycle facilities, improved road approaches and increased sight distance.

RMS is continuing with the design, technical studies and investigations to determine a preferred option for the replacement of Lansdowne Bridge. The preferred option will be displayed for public comment with the Review of Environmental Factors later in 2013.