Richmond Intersection Improvements
Bells Line of Road and Grose Vale Road, North Richmond

Community Consultation Report

July 2017
Executive summary

This report provides a summary of Roads and Maritime Services’ consultation with the community and key stakeholders on a proposal to work five nights a week over 80 weeks 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.

Roads and Maritime invited feedback on the proposal in April and May. We received feedback from 35 people, with the majority in favour of the proposal. Twelve people supported the improvements, 15 did not state a preference. The eight people who opposed the proposal raised concerns including the impact of the work on local businesses, and questioned whether the proposed work would ease congestion in the area.

Key points raised included:

- the need for work to be done in this area to ease congestion problems
- the impact that the proposed work would have on local businesses
- parking availability.

We thank everyone for considering the proposal and for their feedback.

The decision

After considering all responses, along with the proposal’s aims and design requirements, we have decided to proceed with the improvements unchanged.

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. Stage 2 projects were progressed for environmental assessment in 2015.

We are now starting work at the intersections of Bells Line of Road and Grose Vale Road, North Richmond.

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 project involves:

- installing or improving dedicated turning lanes on all sides of the intersection
- providing two westbound lanes from Pitt Lane to approximately 90 metres west of Grose Vale Road
- removing about 21 parking spaces and relocating bus zones
- installing seven 15 minute parking spaces on the eastbound side of Bells Line of Road to offset the removal of longer term parking necessary for the improvement of the intersection.

To carry out the work as quickly as possible, we proposed working up to five nights a week for 80 weeks. Our work hours would be between 8pm and 5am from Sunday to Friday, excluding Saturdays and public holidays. We would complete the noisiest activities, including jack-hammering, by midnight. The community was invited to provide feedback on the proposed work schedule in April 2017.
2. Consultation approach

2.1. Consultation objectives

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

- seek comment, feedback, ideas, and suggestions for us to consider when making a decision
- build a database of interested and concerned community members with whom we can continue to engage during the proposal’s development and delivery.

2.2. How consultation was done

Community members and stakeholders were encouraged to provide their feedback and make comments via email, mail or phone contact with the project team.

We distributed 2250 letters (appendix A) to local residents and businesses (Appendix B) inviting feedback on the proposal. Copies were also provided to key stakeholders.

We also door knocked 115 residents on Old Kurrajong Road, Yarramundi Lane, Richmond and Riverview Street, Grose Vale Road, Sunnyside Crescent, Terrace Road, Charles Street and William Street, North Richmond.
3. Consultation summary

3.1. Overview

We received 35 responses, with the majority in favour of the proposal. We received feedback from 35 people, with the majority in favour of the proposal. Twelve people supported the improvements, 15 did not state a preference. The eight people who opposed the proposal raised concerns including the impact of the work on local businesses, and questioned whether the proposed work would ease congestion in the area.

After considering all responses, along with the proposal’s aims and design requirements, we have decided to proceed with the improvements unchanged.

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.

All comments have been considered to help Roads and Maritime make decisions on this proposal. Matters raised during consultation that are not within Roads and Maritime’s area of responsibility have been forwarded to the relevant departments.
Table 1 - Feedback summary and Roads and Maritime's responses

<table>
<thead>
<tr>
<th>Category</th>
<th>Number of submissions</th>
<th>Matter raised</th>
<th>Roads and Maritime’s response</th>
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</thead>
<tbody>
<tr>
<td>Proposal</td>
<td>15 comments</td>
<td>This proposal will not improve conditions and cause a bottle neck on the bridge. It is a waste of government funds. Richmond bridge needs to be duplicated.</td>
<td>In 2012 Roads and Maritime published the Richmond Bridge and Approaches Congestion Study report, which identified three key intersections to be upgraded. 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 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. 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.</td>
</tr>
<tr>
<td>One comment</td>
<td>Cycle lanes are needed in the area.</td>
<td>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. 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. The NSW Government is committed to working with councils to make walking and cycling safer, more...</td>
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<td>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 towns, 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 councils through the NSW Government Active Transport Program.</td>
</tr>
<tr>
<td>One comment</td>
<td></td>
<td>A bus stop is needed in front of the pet shop on Bells Line of Road westbound, in front of the pet shop.</td>
<td>Bus stops are generally placed east of an intersection for road safety reasons. The proposed bus stop locations have been discussed with Hawkesbury City Council and Busways and both are satisfied with their locations. Following completion of the work a road safety audit will be carried out to further assess safety of the project.</td>
</tr>
</tbody>
</table>
| Construction schedule | Three comments | Five nights of work a week over 80 weeks is too much, the project should be completed sooner. This will cause major disruption to residents. | Roads and Maritime relies on road occupancy licences (ROL) from the Traffic Management Centre to carry out construction work on the road network. Current ROLs for some sections of the project do not allow access to the area for construction work until 9pm. To get through the required work each evening we need to carry out noisier work until midnight. We carry out significant night work across the road network. Our team is available on 1800 332 660 to discuss the construction schedule and manage night construction impacts. We will carry out the work under our Environmental Management Plan and implement standard safeguards including:  
  • Work to be staged to minimise noise impacts by
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<td></td>
<td></td>
<td>The construction period is too long and will cause major disruptions in the community.</td>
<td>Roads and Maritime relies on road occupancy licences (ROL) from the Traffic Management Centre to carry out construction work on the road network. High traffic numbers at the intersection restrict the number of hours we can work each day. This means that the road work will need to be carried out over a longer period of time. Additionally, the work involves significant utility relocation work which adds complexity to the work, and extends the construction period.</td>
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<tr>
<td>Parking</td>
<td>One comment</td>
<td>The 15 minutes parking spaces eastbound should only be available outside of peak times.</td>
<td>In response to community consultation in late 2015, Roads and Maritime has decided to maintain seven fifteen minutes spaces eastbound on Bells Line of Road. These spaces are near the post office and vet.</td>
</tr>
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<td></td>
<td>Two comments</td>
<td>Will parking be maintained outside of the post office and vet, eastbound?</td>
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<td></td>
<td>Two comments</td>
<td>Parking needs to be maintained westbound.</td>
<td>Roads and Maritime is currently reviewing the option of maintaining two fifteen minute parking spaces westbound on Bells Line of Road.</td>
</tr>
<tr>
<td>Traffic light phasing</td>
<td>One comment</td>
<td>Traffic light phasing needs to be adjusted at North Richmond.</td>
<td>The traffic lights on Bells Line of Road are part of the Sydney Coordinated Adaptive Traffic System (SCATS).</td>
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<td>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.</td>
</tr>
<tr>
<td>Environment</td>
<td>One comment</td>
<td>Why was the post office not considered as part of the Review of Environmental Factors?</td>
<td>During the Review of Environmental Factors, Roads and Maritime considered the post office from the point of view of potential loss of car parking, along with other nearby businesses.</td>
</tr>
<tr>
<td>Social impacts</td>
<td>Two comments</td>
<td>This work will result in a loss of business for locals.</td>
<td>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.</td>
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<td>If you believe the work has caused you financial hardship you can make a claim by sending your contact details, details of the claim, proof of ownership, occupation and details of your claim to:</td>
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<td>Liability Claims Team</td>
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<td>PO Box 6464</td>
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<tr>
<td>Consultation</td>
<td>One comment</td>
<td>Why do Roads and Maritime ask for community feedback when they will just continue to disregard it?</td>
<td>Roads and Maritime considers community feedback as part of the development of its proposals. In this case, following community feedback, Roads and Maritime has reviewed its plans to remove parking as part of its proposal and seven 15 minutes spaces will now remain on Bells Line of Road, eastbound.</td>
</tr>
<tr>
<td>Out of scope</td>
<td>One comment</td>
<td>Travel conditions should be improved on Charles Street.</td>
<td>Charles Street is managed by Hawkesbury City Council. We have referred the matter to Council for their consideration.</td>
</tr>
<tr>
<td></td>
<td>One comment</td>
<td>The verge opposite Comleroy Road on Bells Line of Road needs to be sealed.</td>
<td>Roads and Maritime will consider this as part of future planning for the area. We will keep the community informed of any future projects.</td>
</tr>
</tbody>
</table>
4. Decision

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

After reviewing the feedback, we have decided to proceed with the proposal unchanged.

5. Next steps

We have considered all submissions and will ensure our team is aware of concerns raised by the community. We will ensure that issues highlighted by stakeholders and the community are appropriately addressed throughout the delivery of the project.

We will continue to keep the community informed of the project progress.
6. Appendices

6.1. Appendix A – ‘Have your say’ letter April 2017

Have your say – Night work at the intersection of Bells Line of Road and Grose Vale Road, North Richmond

The Australian and NSW Governments have committed $18 million to improve traffic conditions at three key intersections on Kurrajong Road, March Street and Bells Line of Road, on approach to Richmond Bridge.

Roads and Maritime Services is inviting your feedback on a night work schedule that would allow us to complete improvements at the intersection of Bells Line of Road and Grose Vale Road, North Richmond as quickly as possible.

The proposed schedule will be disruptive but will help reduce the disruption period to residents, businesses and road users by up to two years. We look forward to your feedback to help us put together our work schedule with as many community considerations known to us as possible.

The project involves:

- installing or improving dedicated turning lanes on all sides of the intersection
- providing two westbound lanes from PR Lane to approximately 80 metres west of Grose Vale Road
- removing about 21 parking spaces and relocating bus zones
- installing seven 15 minute parking spaces on the eastbound side of Bells Line of Road to offset the removal of longer term parking necessary for the improvement of the intersection.

The proposal also includes a site compound at the intersection of Kurrajong Road and Old Kurrajong Road, Richmond. We have included maps to show the location of the project and site compound.

Our proposed work schedule

We would carry out as much day work as possible but due to high traffic volumes in this area, work will mainly be carried out at night. We propose working up to five nights a week for 80 weeks. Our work hours would be between 8pm and 5am from Sunday to Friday, excluding Saturday and public holidays. We would complete the noisiest activities, including jack-hammering, by midnight.

Work is expected to start in mid-2017. Our proposed schedule for staging work is:

Stage one (11 weeks) – Setting up the site, survey, potholing, tree clearing and property adjustments
Stage two (37 weeks) – Utility relocations
Stage three (14 weeks) – Demolishing the kerb, footpath and pavement, and building new pavement
Stage four (18 weeks) – Building the medians and footpaths, replacing asphalt, painting line marking, installing signage, and landscaping.

Keep up to date

Would you like to stay up to date on the project? Email us at nsw_projects@downermouchel.com to be included on a regular project email update. For more information on our projects, visit rms.nsw.gov.au.
How can you give feedback?

We invite your feedback on the proposed night work schedule by Friday 19 May. Please send your comments to our delivery partner, DownerMouchel, at nsw_projects@downermouchel.com or:

DownerMouchel, Grose Vale Road and Bells Line of Road
PO Box 6485
North Ryde NSW 2113

We will consider all feedback and continue to update you as the proposal progresses.

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

- Dedicated right turn lane on Bells Line of Road into Grose Vale Road for southbound traffic
- Dedicated right turn lane on Terrace Road for westbound traffic and dedicated left turn lane on Terrace Road for eastbound traffic into Bells Line of Road
- Seven 15 minute parking spaces will remain on the eastbound side of Bells Line of Road, North Richmond
- Two dedicated right turn lanes on Grose Vale Road into Bells Line of Road for westbound traffic
- Eight 15 minute parking spaces across Grose Vale Road
- 3 lane road lying northbound
- “Bus zone” resulting in five 1 hour parking spaces lost
- “Bus zone”
- Two westbound lanes from Old Lane to Grose Vale Road
- Two westbound lanes from Old Lane to Grose Vale Road

Location of compound site

- Upgrade area
- Compound site

If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 332 860.
6.2. Appendix B – Distribution map