



Hawkesbury Council's position concerning the new Hawkesbury River bridge

Description

Last night Council considered the submission we would make to the consultation process on the route of the new Hawkesbury River crossing at North Richmond.

My position is guided by an awareness that this is not Council's project. Like the Windsor Bridge project before, we neither decide nor craft its appearance, budget or timeline.

However, Council does have a role to listen to residents and then represent their concerns clearly. And other tiers of government, if they are wise, should listen. I've been contacted by dozens of residents and had long conversations both for and against the preferred 'green route'.

I'm persuaded that the briefings conducted by Transport for NSW make [a good case for the preferred 'green route'](#). The modelling clearly shows it saves the greatest amount of travel time, is subject to fewer 'major' constraints, has a superior cost-benefit ratio compared to the purple route, will draw more traffic away from the already-congested current crossing, and will have a lower impact on the landscape in terms of earthworks, heritage and ecology.

Table 1-1 - Options assessment summary

Option	Yellow	Green	Purple	Hybrid
Route length	13.7km	12.3km	13.6km	12.0km
2026 Travel time saving (peak hours)	7 minutes	8 minutes	8 minutes	8 minutes
2046 Travel time saving (peak hours)	14 minutes	19 minutes	17 minutes	16 minutes
Bypasses town centre				
North Richmond	No	Yes	Yes	No
Richmond	Yes	Yes	Yes	Yes
Benefit-cost ratio (BCR)	3.4	3.1	2.6	3.7
Impacts on constraints	4 minor 5 moderate 3 major	4 minor 5 moderate 2 major	4 minor 3 moderate 4 major	4 minor 7 moderate 1 major

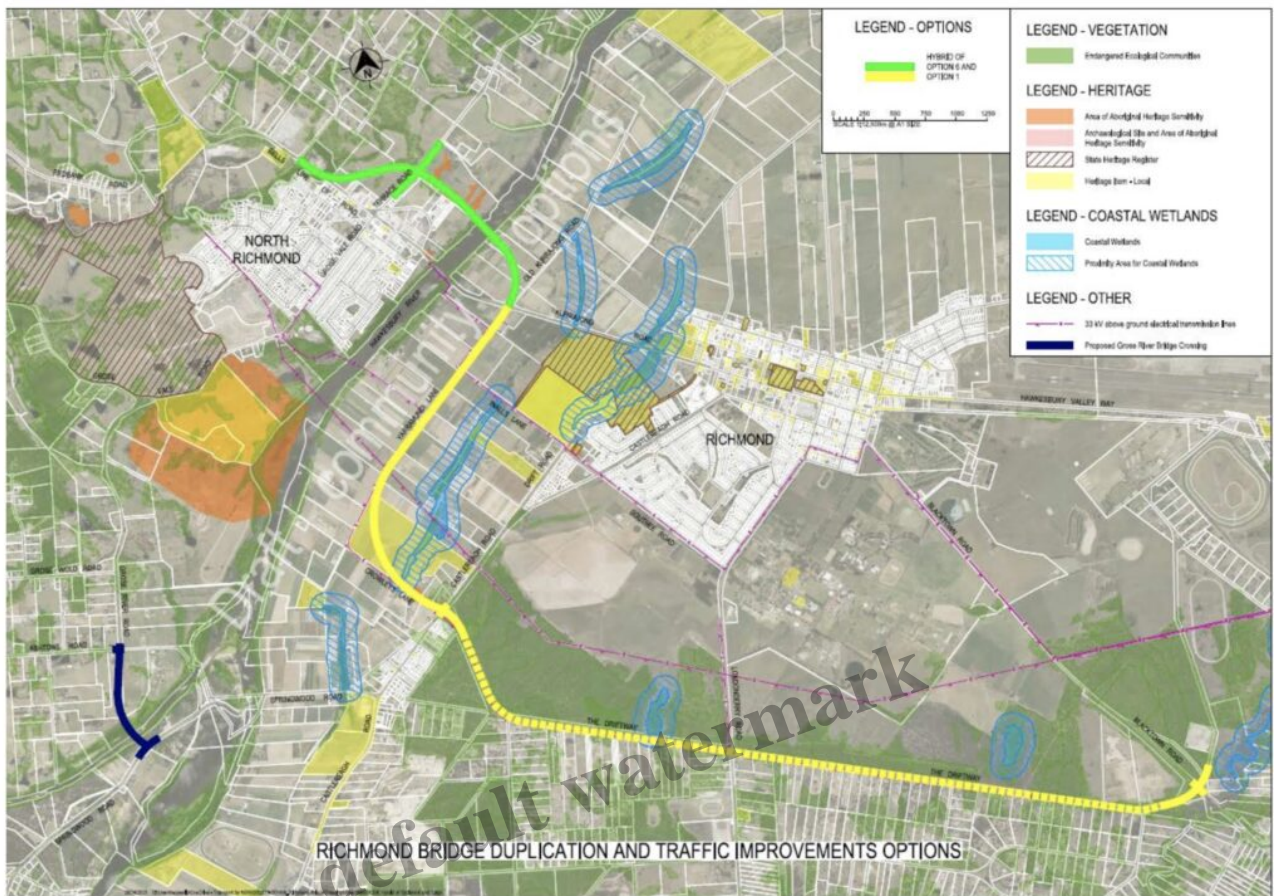
That said, there are still substantial unanswered questions before us, and many ways in which the proposed route could be improved. If we don't 'hustle', the community won't get what we deserve.

I remain concerned about the impacts on the residents of Hobartville, and especially on Southee Road and Inalls Lane.

I think the intersection of Kurrajong Road, Old Kurrajong Road and Yarramundi Lane should be an elevated flyover – not just to reduce traffic congestion, but to provide better flood resilience as well.

I'm happy for Council to acknowledge the strengths of the green route, but continue to press for investigations to continue into a hybrid green/yellow route – especially if that benefits the users of the playing fields on Yarramundi Lane.

Figure 5-2 - Alternative hybrid route



The 'Hybrid' yellow/green option that's worth exploring

Lastly, the community needs to know whether the status of the Grose River crossing – contractually bound on the Redbank developers, but [much delayed and still no certainty](#), affects the modelling.

I am pleased that Councillors understood the need for a bipartisan approach on this, and with the exception of Councillor Ross (who votes against everything in what I regard as a very unconsidered attitude), we will be making something close to [this submission](#).

Category

1. Uncategorized

Tags

1. Hawkesbury River
2. Hawkesbury River Bridge
3. Third River Crossing

Date Created

September 2021

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