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## New Richmond Bridge - Bicycle NSW feedback

1 message

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**Sarah Bickford** <sarah.bickford@bicyclensw.org.au>

20 February 2025 at 17:44

To: richmondbridge@transport.nsw.gov.au

Cc: "Alison Dunshea (Nepean Blue Mountains LHD)" &lt;Alison.Dunshea@health.nsw.gov.au&gt;, Rob Kemp &lt;robkemp@tpg.com.au&gt;, Peter McLean &lt;peter.mclean@bicyclensw.org.au&gt;

Dear Transport for NSW,

Thank you for the opportunity to comment on the REF for the New Richmond Bridge and Traffic Improvements Stage 2 project.

Bicycle NSW is a non-profit membership organisation operating in NSW that represents the interests of people who ride bikes. Bicycle NSW has been promoting bicycle use, behaviour change and effective bicycle user environments since it was established in 1976. Bicycle NSW has been responsible for many active transport infrastructure outcomes and positively supports thousands of people of all ages to safely utilise bicycles for transport and recreational purposes.

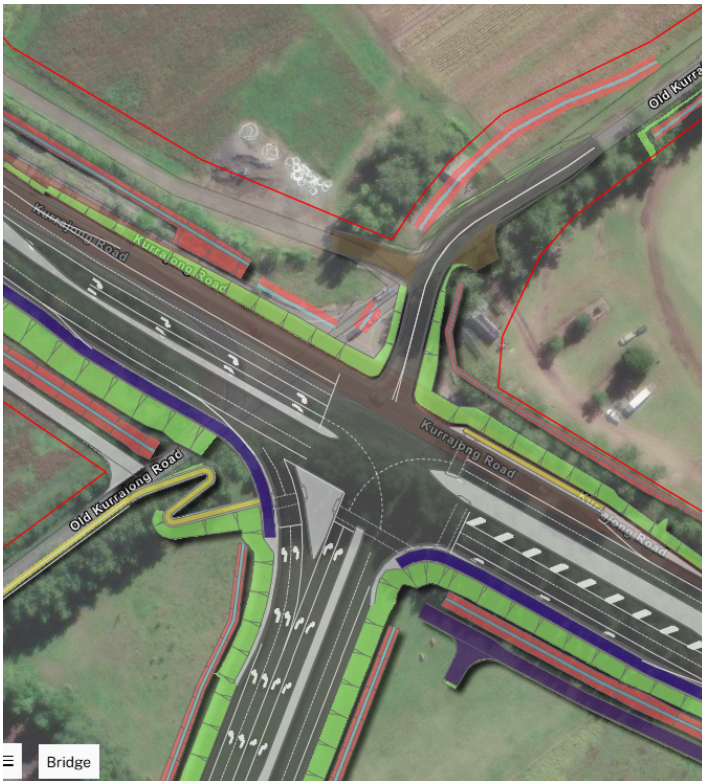
### **Bicycle NSW strongly supports the plans to provide a dedicated active transport connection from the existing SUP along Bells Line of Road in North Richmond to Chapel St in Richmond using the existing Richmond Bridge.**

Bicycle NSW had provided feedback at two points during this project development. Our March 2024 feedback (attached) found several points of concern in the 80% design. It is disappointing that many of these have not been addressed. The REF plans throw up some additional issues as outlined below.

Bicycle NSW works closely with Bicycle User Group CAMWEST. [CAMWEST has made a submission](#) with detailed comments based on members' experiences of cycling in the area over many years. We align with CAMWEST's suggested changes to the path network.

### **Comments and recommendations**

- During flooding events, the old bridge is under water. There must be provision for both pedestrians and bike riders to cross the new bridge while waiting for the water level to subside. 1.2m road shoulders are shown on the plans but these are not suitable for pedestrians or less confident bike riders. A footpath is needed on at least one side of the bridge, with appropriate access provided from the shared user paths on both sides of the new bridge.
- All side streets and driveways that are crossed by the SUP must have raised shared user crossings or continuous footpath treatment to give priority to people walking and cycling.
- Note that TfNSW has recently published a new standard [TS 00143:1.0 - Raised Safety Platforms - Use at Intersections](#). This official NSW Government instrument promotes raised platforms at intersections along main roads and main streets, including at signalised intersections. These treatments reduce the design speed at the intersection by 20km/h. This major funded initiative is a game-changer for road safety and we urge the Richmond Bridge team to take full advantage when finalising the design of intersections.
- Many paths marked pedestrian-only need to accommodate bikes to maximise accessibility and connectivity for all users. CAMWEST has listed several sections of footpath that should be widened and designed for shared use.
- The new intersection where the bypass connects to Kurrajong Rd **is missing a crossing leg**. This is in contravention of the TfNSW own standard on [Providing signalised crossings on all intersection legs](#). This is typical of the ongoing failure of road projects to align with a raft of excellent NSW Government policies and strategies that aim to improve conditions for active transport. It will be complex to retrofit the intersection in the future. It is much better (and cheaper) to maximise active transport connectivity from the outset.



There is a missing crossing on the western side (Image: TfNSW)

- There should be a section of shared path from the crossing at this intersection to enable riders to access the popular on road cycling opportunities on Old Kurrajong Road heading north.
- The refuge island west of the Chapel St intersection still appears very minimal in the drawings. Please ensure that it will accommodate longer bikes and multiple bikes. 2 metres is the absolute minimum, 3m would be better.
- There are minimal walking and cycling facilities proposed along the new bypass road between the Kurrajong Road / Old Kurrajong Road intersection and the Castlereagh Road / Inalls Lane / Southee Road intersection and then along the New Southee Rd to Londonderry Rd. This is in contravention of TfNSW's 'Providing for Walking and Cycling in Transport Projects Policy'. In addition, a critical opportunity is being missed to provide safe access to Western Sydney Uni Hawkesbury campus, a key destination in the region that is currently difficult to reach by bike. The project must deliver a continuous off-road shared path along the length of the corridor.
- The new roundabout at the intersection of Castlereagh Rd and Southee Rd will be incredibly inhospitable for people outside a car. It is not clear how crossings on each leg will be managed, or how bike riders using the shoulder lane of Castlereagh Road will navigate the roundabout. Please develop more detailed plans that address safety for vulnerable road users at this roundabout. The new bypass will generate a lot more vehicle movements along Castlereagh Rd, and safe and comfortable access across Castlereagh Rd and Southee Road will be particularly important for young children trying to reach Hobartville Public School.

Please do not hesitate to contact Bicycle NSW if we can assist further with reviewing the detailed design for the project. We look forward to working with TfNSW to get the very best possible outcomes for the people of the Hawkesbury.

Many kind regards,



Sarah Bickford  
Bike Planner

**Bicycle NSW**

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