

**Submission
No 65**

**INQUIRY INTO WINDSOR BRIDGE REPLACEMENT
PROJECT**

Name: Mrs Margaret Terry

Date received: 13 January 2018

THE QUESTION IS WHY!

There are deep & sincere concerns about the appropriateness and viability of the Windsor Bridge replacement project and the behaviour of the Windsor Bridge replacement project team in particular and the RMS in general. As a result of the Inquiry it is hoped the following questions are able to be answered accurately and comprehensively.

Basic Questions

What is the rationale behind a project that will funnel increasing traffic volume, especially heavy vehicles through a bottleneck? What is the rationale behind a project that will funnel increasing traffic volume, especially heavy vehicles through such an important heritage precinct?

Justification for Demolition

Is Windsor Bridge in dire condition as stated in the RMS's draft Strategic Conservation Management Plan Volume 2 page 137? Or

Is Windsor Bridge in a relatively sound condition, and with a relatively modest expenditure (approx. \$14.5m) can be serviceable for the next 50 years, as stated in the Peter Stewart Consulting Report page 4 Executive Summary.

Was Windsor Bridge originally built for horse drawn vehicles and pedestrians?

<http://www.rms.nsw.gov.au/projects/sydney-west/windsor-bridge-replacement/index.html> or Was the "composition of iron cylinders extremely rare in a bridge built only for road traffic. In combination with the timber beam spans, it is unique." EIS Vol 2 Windsor Bridge replacement project p 159 and

Were the specifications for Windsor Bridge prepared to the standard of a railway bridge and hence had the strength and stability to carry the weight of a steam train? Statement by Ray Wedgwood on a radio interview with Macca 702. And

Was the Hawkesbury River's flood history another factor in the design of the current bridge?

Comment: It is stated in numerous RMS Documents the current Windsor Bridge does not meet current road design standards (e.g. Options report 2011).

What are the current road standards?

How many other bridges do not meet current road design standards? And

What are some significant examples?

Maintenance Regime

How much has been spent on the maintenance of Windsor Bridge since 1994?

Has this amount been adequate to maintain Windsor bridge to an acceptable condition suitable for retention?

If not, why not?

When did the DME/RTA/RMS start to consider the replacement of the bridge? When did the RTA formally decide to replace the bridge?

How much will it cost to demolish the current bridge?

Renovation Methods

Is the suggested method of renovation of the current bridge by Ray Wedgwood & Brian Pearson, logical, feasible and economically viable?

Did the RMS accept this method?

Options Presented to the Community

Why did the RTA decide Option 1 was the only option?

When did that decision occur?

Was that decision made prior to the public consultation process?

If so, why did the RTA go through the pretence of a public consultation process whilst claiming it

did not have a preferred option?

Post construction strategic outcomes

Will the proposed reserve provide an extra 500 square metres of usable grass area?

How much of the proposed reserve will be at or near a slope of 1 in 4?

Was Old Bridge Street the original road to the bridge as claimed by the RMS?

Traffic benefits, transport and network service capacity

Will the proposed bridge and connecting intersections cater for the current traffic needs and into the future?

How long would it be before a bypass is required?

What would be the maximum queue length along Wilberforce Road in the morning peak hours for the proposed project?

What would be the maximum queue length along Windsor Road in the afternoon peak hours for the proposed project?

What would be the maximum queue length along Macquarie Street in the afternoon peak hours for the proposed project?

What would be the maximum queue length along George Street (East) in the afternoon peak hours for the proposed project?

What impact will be caused by vehicles with boat trailers turning right into Court Street to access Governor Phillip Park because they will not be able to turn right at George Street under the proposed plan?

What was the number of vehicles crossing the bridge in the 2012 EIS?

What was the number of vehicles crossing the bridge in the December 2016 Community Update?

What was the number of vehicles crossing the bridge in March 2017 as measured by the traffic survey 3 months later?

How does the traffic volume, especially heavy trucks, compare with the traffic volumes on the recently bypassed towns such as Moree, Kempsey & Berri?

Economic, Social and Heritage Impacts

For what reasons was this project placed under the changed State Significant Infrastructure legislation of 01 October, 2011?

When was this project placed under the new legislation?

What reasons were given for doing so?

Would a bypass economically damage Windsor?

Would the proposed replacement bridge economically damage Windsor?

Flood Immunity Benefits

From where did the RTA obtain the notion the proposed replacement bridge would provide a 1 in 5 flood immunity? Options Report 2011?

Which approach roads will be cut by floodwaters before the bridge is closed?

At what flood height will each approach road be cut by floodwaters?

At what height will the proposed bridge be closed due to flooding of the Hawkesbury River?

What flood immunity would the proposed bridge provide compared to the current bridge?

Project Assessment Process

Comment: This project was first publicly announced in 2008 with expectations the replacement bridge would start to be built in 2009.

What are the reasons this project has taken so long?

Planning and Procurement Strategies and associated Project Costs

What is the projected total cost of the proposed project, including all associated works?

Why has the total cost of the project increased from an initial estimated cost of \$25m in 2008?

Has the projected cost risen from the \$67m allocated by the Government? Letter from the Hon

Dominic Perrottet Why have the funds allocated to the current archaeology program been awarded in a series of tenders rather than one tender? CAWB Facebook page

Cost Benefit Analysis Process

What cost benefit rating for the proposed bridge did the most recent business case study reveal?

Was the monetary benefit of heritage in Windsor included in the business case study?

If so, what was the weighting given to heritage?

If not, why not?

Other Related Matters.

Comment: There are many examples of the attempts of the RMS to claim the 'unclaimable'.

These are just examples. From the Community Update March 2017:

"a refined, contemporary look with minimal detailing, which responds to the simple colonial Georgian character and heritage values of the surrounding area (contemporary - Georgian?) a horizontal profile and more understated visual character to reduce the dominance of the bridge on the horizon. (Compared to what? Certainly not if compared to the current bridge) minimising the impact on views from Thompson Square, the river and the northern foreshore." (Compared to what? Certainly not if compared to the current bridge)

Question: Why does the RMS believe it has to make those types of claims?

Unfortunately, as a consequence of this project I have lost faith & confidence in the RMS. Surely openness, transparency and truthfulness are not too much to ask of a supposedly Public Service.

THE RMS MAY BE GOOD AT BUILDING ROADS AND BRIDGES BUT IT IS LOUSY AT BUILDING COMMUNITIES