

**Submission  
No 211**

**INQUIRY INTO WINDSOR BRIDGE REPLACEMENT  
PROJECT**

**Name:** Mr Graham Shaw

**Date received:** 29 January 2018

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## **SUBMISSION**

The Director,  
Portfolio Committee No. 5,  
Parliament House,  
Macquarie Street,  
Sydney NSW 2000.

Received  
29/1/2018

Dear Director,

### **Re: Inquiry into the Windsor Bridge Replacement Project**

Submitted by:

Graham Leo Shaw

*22 January, 2018*

## **BACKGROUND**

As a former resident of New South Wales, and still considering myself a New South Welshman, with a recorded Australian history of my family dating back to the late 1790s (Second Fleet), I am concerned that the proposed construction will negatively impact Windsor and surrounding localities by the following:

- The proposed construction's sole purpose appears to be to store existing traffic and not to address existing conditions;
- Does not address future growth within the Hawkesbury Region;
- Damage that will occur to the known and documented historical artifacts within the affected precinct.

## **ISSUES**

### **Traffic Benefits**

- Existing traffic queues in the AM peak often extend from Windsor to Wilberforce, and most likely extend a similar distance on the Freemans Reach Road.
- Existing traffic queues in the PM peak on Windsor Road to Windsor often result in travel times exceeding 30 minutes between Bandon Road and Windsor Bridge.

- As a Traffic and Road Safety Engineer of nearly 30 years experience in the specific field, I cannot see anywhere in the Traffic Report how the traffic consultants have reached the conclusion that traffic flows will improve with these works until they reach the predicted peak by 2026 when an alternate crossing will be required, especially when those predicted 2026 peak flows have already been attained.
- The Traffic Report indicates that the site has been visited **only twice** by the traffic consultants (middle of winter on a Saturday??) and the lack of much information provided to the public suggests that the outcomes of the report may have directed to a specific outcome prior to the report being compiled.
- Major urban growth in the immediate region has been predicted since the early 1970s as being the most significant growth area for Sydney. This proposal does not consider this growth and the increased recreational activities predicted for this and nearby areas as well as access to further desirable recreational locations further afield.
- During peak (1 in 100 year) flood times, Windsor will be isolated as all access roads will not be accessible (*source: numerous of NSW Government Reports indicated on the relevant websites and other Reports covering impacts on this region spanning numerous decades*).

Conclusion: A crossing of the Hawkesbury/Nepean River at an alternative location will most likely relieve pressure on the existing narrow bridge crossing at Windsor. It will certainly reduce the **perceived** danger of oncoming heavy vehicles to motorists crossing the Hawkesbury River at this location if these heavy vehicles have a wider alternate route.

### **Traffic Alternative**

Any high level flood free crossing located away from Windsor would alleviate traffic congestion at that immediate vicinity.

With consideration to the 1 in 100 year flooding indicated in NSW Government Reports, the least distance to be considered would be in the vicinity of Sackville with a bridge constructed similar to that which crosses the Woronora River. That bridge was constructed not to overcome flooding issues but to ease traffic congestion in the area.

A crossing downstream of South Creek would alleviate many road traffic issues resulting in crossing the South Creek Flood Plain, more so during flood times when the section of road between Windsor and McGraths Hill is closed. It would appear that this may have a negative impact on the on the recreational waterskiing community who have a very marginal positive environmental or financial impact on Windsor and its environs.

Any alternate crossing must consider:

- Estimates provided to the NSW Government are that an additional \$750,000 would be required to construct a crossing of the Hawkesbury River at an alternate location;
- Future construction of an alternate crossing to satisfy increased growth and demand within the region is required in the immediate future.

Conclusion: A crossing of the Hawkesbury/Nepean River at an alternative location would alleviate traffic pressure on the historically significant Windsor environs while providing a crossing suitable for the predicted higher vehicle volumes. It should be noted that heavy vehicle volumes on the Putty Road are currently increasing as a result of a higher demand for quarrying activities north of Windsor and will increase significantly as quarrying activities are declining within the Sydney Basin.

### **Flood Immunity**

This proposal does not appear to address any flooding issues as it while the bridge may appear to be above flood levels, none of the approaches will be flood free. The only reason Windsor is located in its current location is because the original township was devastated by flooding during its earliest history and relocated to high ground to ensure that properties were safer from flooding even though the community would be isolated until such time as the waters recede.

### **Conclusion**

This proposal, as far as I can determine from the information provided, will not result in any positive impact on the traffic within the environs of Windsor in any future scenario unless all development west and south of Parramatta is ceased.

Until alternate crossings are constructed, there will be a significant negative impact on the well-being of Windsor and its history caused by traffic congestion.