



Ms Moss,

Thanks for advising me you will accept a submission from the North Richmond & Districts Community Action Association (NRDCAA), but you indicated the RMS did not have to provide feed back to the submission due to submissions closing on Thursday 7th of November 2019..

That is disappointing.

It is also disappointing the RMS/State Government refused an extension of time requested by Hawkesbury City Council (HCC) on behalf of our community.

The NRDCAA continues to oppose the destruction of the historic precinct know as Thompson Square and the destruction of the sound, secure and historic Windsor Bridge.

These action can only be described as environmental vandalism of the highest order.

Down the track, generations to come will look back on this period with very heavy hearts. And, ask the question why did the LNP Government, the then Liberal control HCC and the bosses at the RMS destruct our heritage and in doing so did not address transport/congestion solutions?

The NRDCAA will continue to supports the activities of CAWB and need for a by-pass of the historic towns of Windsor and Richmond. Please note a number of activist in NRDCAA were also ambassadors for CAWB.

We love the Hawkesbury.

Reasons for opposing this current project

The Data Comparison Between 2017 and 2019 @ p6, **4 Data analysis and results** and subsequent pages including the **Conclusions** (see below) do not justify further destruction of Thompson Square and the heritage listed Windsor Bridge.

The following conclusions are made:

- Across the two time periods, traffic on Windsor Bridge has increased by 100 vehicles (0.5 per cent) per weekday. This suggests that the overall traffic volumes have remained relatively consistent between 2017 and 2019
- The peak hour traffic volume change across the four intersections is minor, with a 2 per cent increase observed between 2017 and 2019
- In the 2019 AM and PM peak period, average travel times on the Bridge Street / Wilberforce Road have marginally decreased by between six to 42 seconds when compared to 2017
- The survey results suggest there has been a minor improvement to the overall travel speeds across the AM and PM peak periods between 2017 and 2019
- The queue lengths across the four locations in 2017 and 2019 are similar, with minor changes observed across the study area. Overall, the traffic volumes on the Windsor Bridge and the four nearby intersections have remained at similar levels between 2017 and 2019.

Michael Want VP NRDCAA Inc.

Beatriz Insausti is our President,