

JUNE 2011



Additional crossing of the Clarence River at Grafton

The RTA has assessed the suggestions for an additional crossing of the Clarence River. Some suggestions won't be considered further because there are clear reasons at this stage why they shouldn't. 25 preliminary route options within five strategic corridors will go forward for further engineering and environmental investigations.

Background

The NSW Roads and Traffic Authority (RTA) is working with the community to identify a preferred location for an additional crossing of the Clarence River at Grafton.

In December 2010, the RTA described a revised community consultation process to identify a preferred location for the additional crossing. The December 2010 community update identified 13 preliminary route options which included options previously suggested by the community.

A postal survey inviting community comment received a further 28 crossing suggestions, bringing the total of suggested locations to 41.

At community forums in March 2011, the RTA advised the 41 suggested locations would be assessed for their feasibility, to identify those options that would be further considered and investigated.

Of the 41 suggestions, feasible crossing locations have been identified in each corridor. A summary of the feasibility assessment is included in this community update. The *Feasibility Assessment Report*, June 2011, is available on the project website.

Process to short-list community suggestions

The process to short-list the suggestions is described below. This process was discussed at the community forums on 3 and 16 March 2011. This method will deliver a preferred location whilst looking at feasible options across the whole of the Grafton area. The short-listing process is summarised in the diagram below:

Feasibility Assessment Report

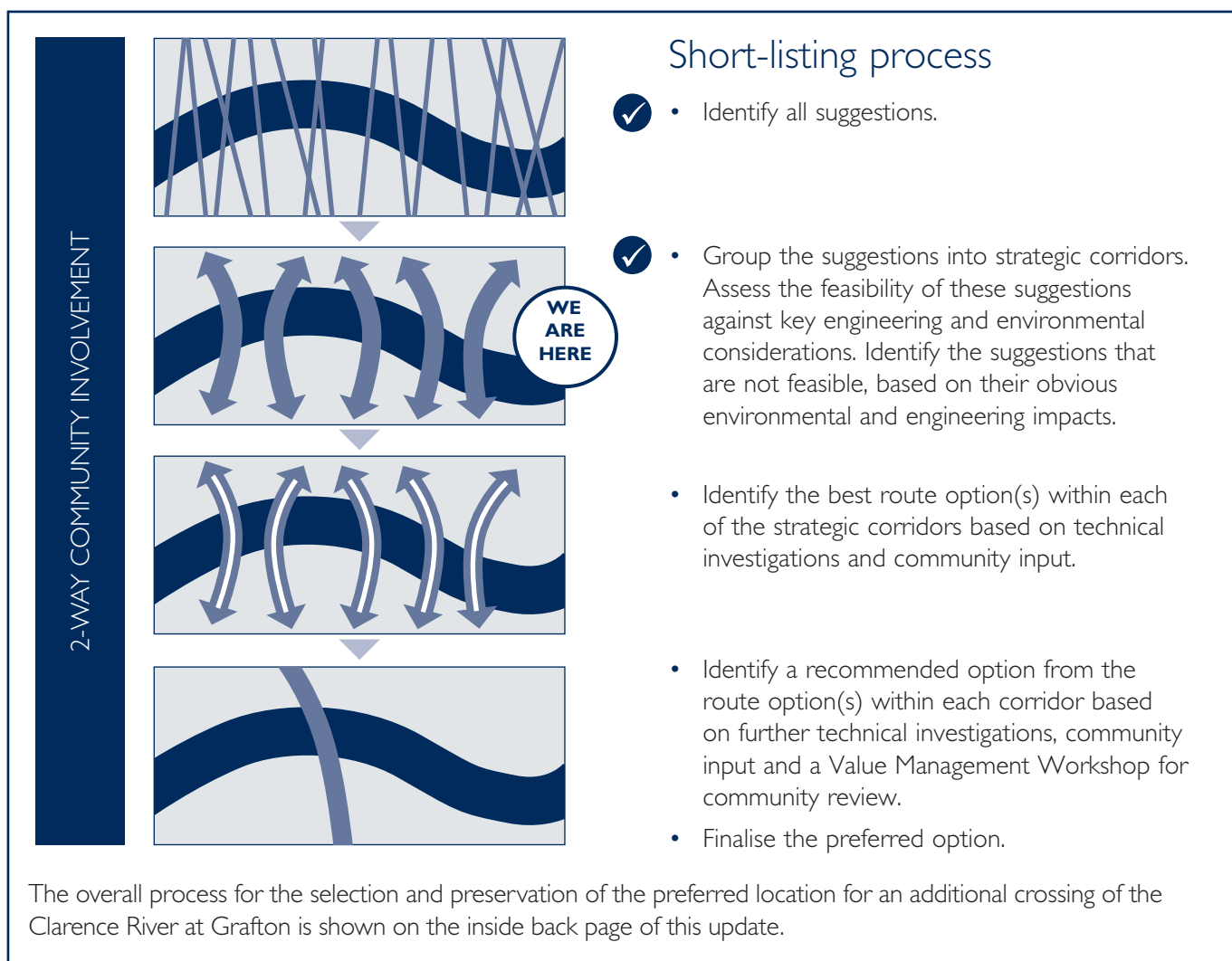
The assessment identified those suggestions that are not feasible and therefore should not be considered further. The assessment used the following considerations:

- Engineering and constructability issues.
- Land use and land use zoning impacts.
- Aboriginal heritage impacts.
- Impacts on native plants and animals.
- Flooding impacts.
- * The cost of options was not considered as part of the feasibility assessment.

From this assessment, each corridor contains preliminary route options. 25 preliminary route options will go forward for further engineering and environmental investigation.

The map overleaf shows the five strategic corridors and the 25 preliminary route options going forward.

The *Feasibility Assessment Report* is available on the project website. To discuss the results of this feasibility assessment, please contact the project team (details on back page).





Community surveys

Three community surveys have been undertaken to gauge the views of local residents and businesses regarding the additional crossing of the Clarence River at Grafton.



Postal survey (6 December 2010 – 8 March 2011)

437 responses were received from the postal survey that formed part of the December 2010 community update. The types of issues raised include:

- Improving traffic efficiency.
- Reducing heavy vehicle movements.
- Considering the impact on residential areas.
- Minimising impacts on the environment, including the heritage and amenity of Grafton.
- Enhancing safety for all road users.

The *Postal Survey December 2010 to March 2011 Feedback Report*, April 2011 is on the project website or contact the project team.



Telephone survey (14 – 21 March 2011)

514 randomly selected residents from the local community were surveyed by an independent market research company, engaged by the RTA. Key findings include:

- 96% of respondents agreed that there should be an additional crossing of the Clarence River at Grafton.
- Of the 15 issues presented in the survey, the three considered most important were:
 - Ensuring the safety of all road users.
 - Catering for additional commuter and heavy vehicle traffic in the future.
 - Resolving the traffic congestion currently being experienced.

- 69% of respondents had a preference as to where an additional crossing should be located.
- This varied from 34% supporting a crossing location from the Pacific Highway north of South Grafton to the Summerland Way north of North Street; to 6% supporting a crossing location upstream of the existing bridge.
- The predominant anticipated **use** of a new bridge varied from 31% of respondents for a bridge downstream of the existing bridge as far as (but not including) North Street; to 17% for a crossing from the Pacific Highway north of South Grafton to the Summerland Way north of North Street.

The *Telephone survey of Clarence Valley residents Report*, May 2011 is on the project website or contact the project team.



Business survey (14 April – 3 May 2011)

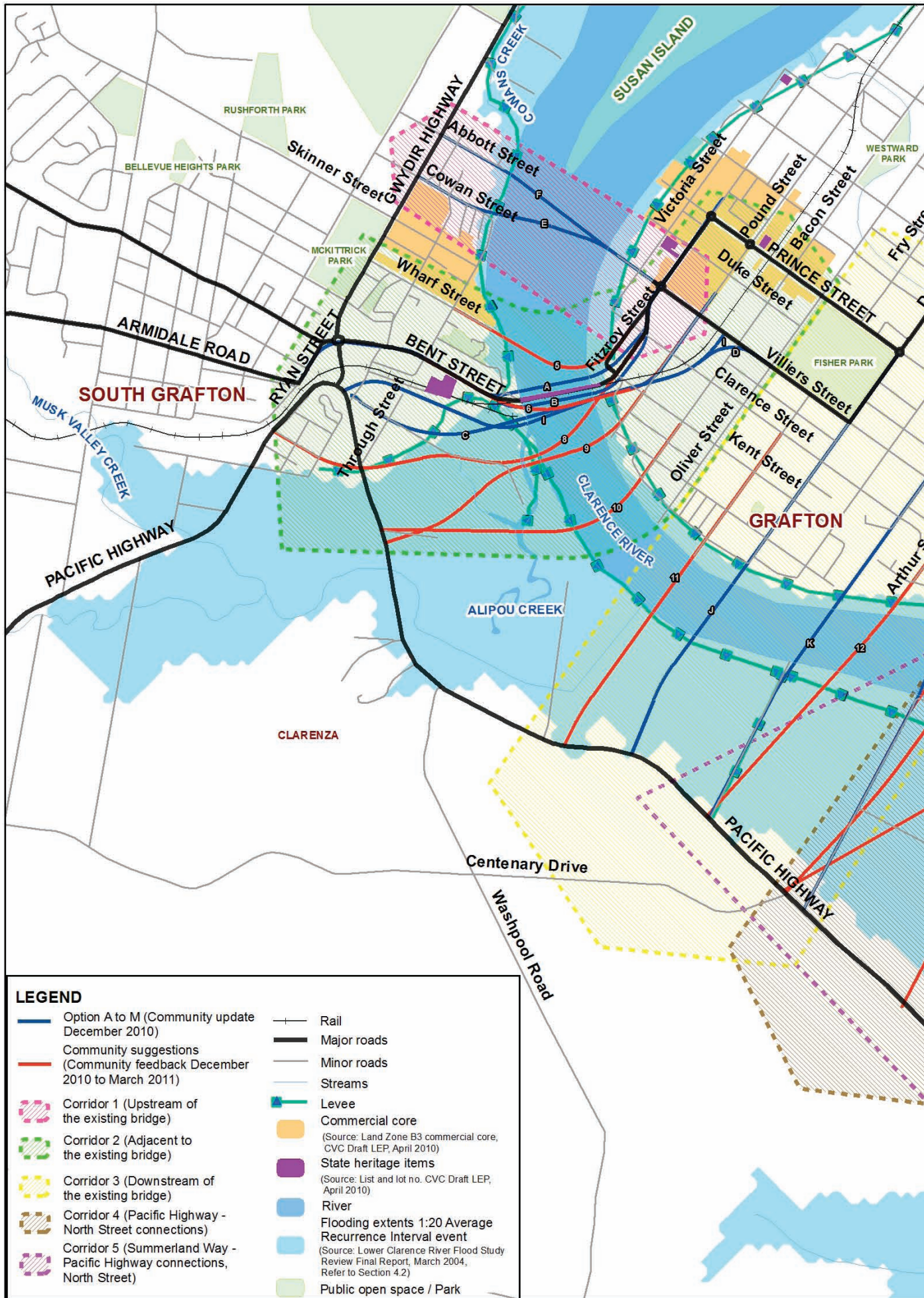
An online survey of local businesses was assisted by the Grafton Chamber of Commerce and Industry. Businesses not registered with the Chamber were also invited to participate. 104 completed surveys were received.

Of the 9 business related issues presented in the survey, the five considered most important were:

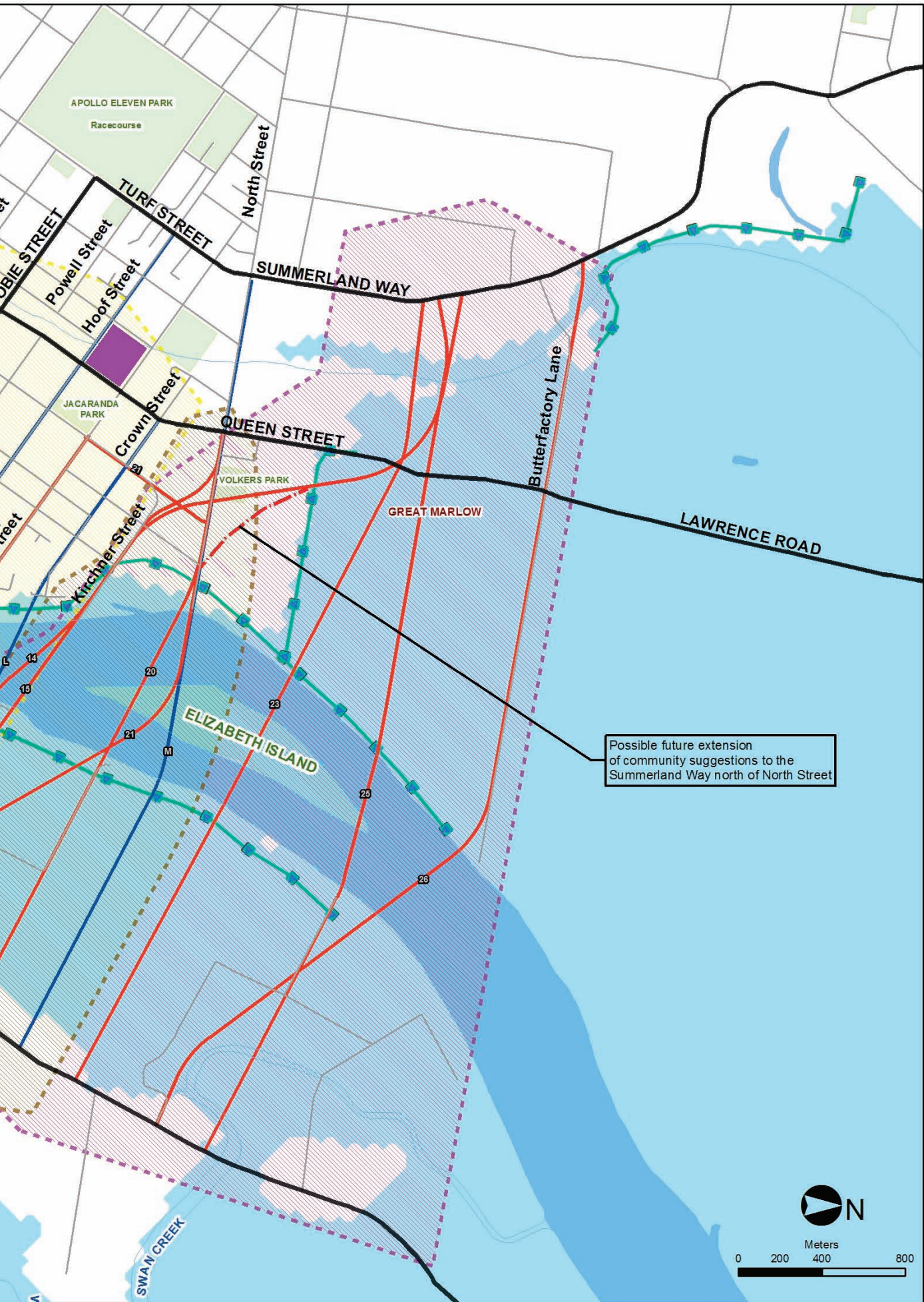
- Supporting the role of Grafton CBD as the Clarence Valley's prime retail and service centre.
- Improving efficiencies between manufacturers/processors and their suppliers.
- Increased ease of access for delivery vehicles into the CBD.
- Facilitating the development of new employment lands or business hubs.
- Reduction of business-related travel times.

The *Online Business Survey Report*, June 2011 is on the project website or contact the project team.

The map below shows the five strategic corridors and the 25 preliminary



route options that will go forward for more assessment.



Project purpose and objectives

In response to community feedback, the project purpose and objectives have been reviewed.

The project purpose is to identify an additional crossing of the Clarence River at Grafton to address short-term and long-term transport needs.

The project objectives remain the objectives displayed in the December 2010 community update. To assist in achieving these objectives, the following supporting objectives have been developed, these address public feedback:

Enhance road safety for all road users over the length of the project

- Reduce the potential for road crashes and injuries on the bridge and approaches including any intersections and connecting roads.
- Provide safe facilities for pedestrians and cyclists.

Improve traffic efficiency between and within Grafton and South Grafton

- Provide efficient access for a second crossing of the Clarence River and for the State road network.
- Provide a traffic management network which reduces delays between Grafton and South Grafton in peak periods to an acceptable level of service for 30 years after opening.
- Provide adequate vertical clearance for heavy vehicles.
- Consider demand management strategies to minimise delays to local and through traffic.

Support regional and local economic development

- Provide transport solutions that compliment existing and future land uses and support development opportunities.
- Provide improved opportunities for economic and tourist development for Grafton.
- Provide for commercial transport including B-doubles where required.
- Provide flood immunity for the bridge for a 1 in 100 year flood event, and for the approach roads for a 1 in 20 year flood event, where economically justified.
- Provide navigational clearance from the additional crossing for river users.

Involve all stakeholders and consider their interests

- Develop solutions that consider community expectations for the project.
- Satisfy the technical and procedural requirements of the RTA with respect to the planning and design of the project.
- Integrate input from the community into the development of the project through the implementation of a comprehensive program of community consultation and participation.

Provide value for money

- Achieve a justifiable benefit/cost ratio at an affordable cost.
- Develop a strategy to integrate future upgrades into the project.

Minimise impact on the environment

- Minimise the impact on the social and economic environment, including property impacts.
- Minimise the impact on residential amenity, including noise, vibration, air quality etc.
- Minimise the impact on heritage.
- Minimise impact on the natural environment.
- Provide an aesthetically pleasing structure that fits sensitively into the built, natural and community context.
- Minimise flooding impact caused by the project.

These objectives are important as they will be used to compare and short-list the preliminary route options and identify a recommended preferred location for the additional crossing.

Please consider these key and supporting objectives and contact the project team if you have any comments or further suggestions by Monday 18 July 2011 (details on back page).

Next steps

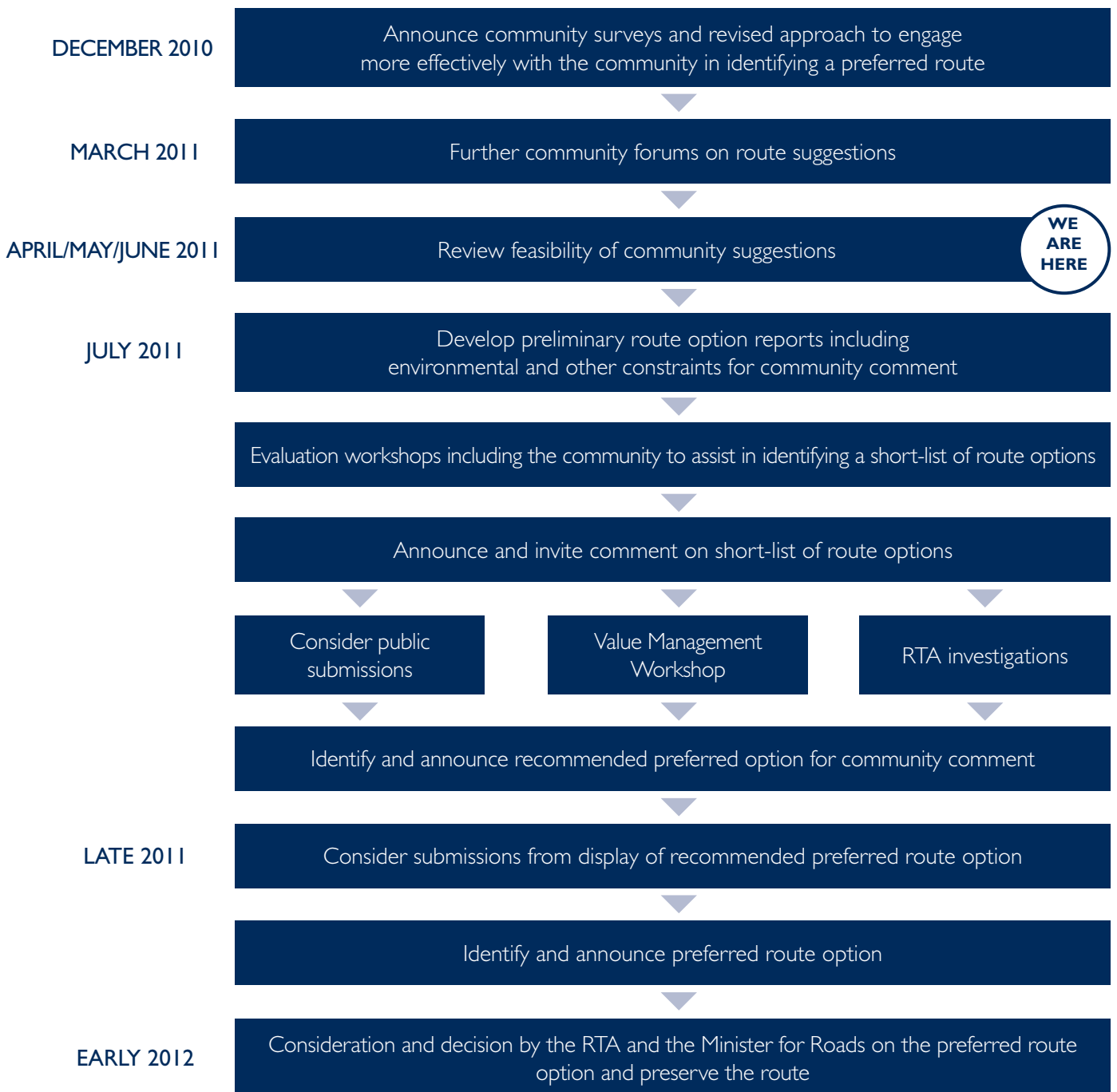
Background papers discussing the issues to be considered when identifying a preferred location for an additional crossing of the Clarence River at Grafton are being finalised. The papers will form part of a Preliminary Route Options Report which is expected to be released in July 2011.

Following the release of the Preliminary Route Options Report, community evaluation workshops will be held to facilitate input into the short-listing of route options.

The process to then identify a preferred location for an additional crossing is shown in the flow chart below.

Ongoing traffic surveys

The traffic model for the study is being refined to better predict the traffic volumes that are likely to use each of the 25 preliminary route options and what approach road drivers may take. Traffic surveys will take place in the near future in the Grafton and South Grafton areas to obtain more data for the refined model.



Community forums

The next community forums will be held at:

Evening session 6 to 8pm Wednesday 29 June 2011 at the Grafton Community Centre, Duke Street.
Afternoon session 1 to 3pm Thursday 30 June 2011 at the South Grafton District Ex-Servicemens Club, Wharf Street.

The forums will be held over two days for your convenience. Both forums will cover the same presentation material.

- Results of the community surveys (postal survey, telephone survey, business survey).
- Project purpose and objectives.
- Outcomes of the initial feasibility assessment.

Staffed display locations

Staffed displays will be held on Wednesday 29 June at:

Grafton Shopping World
From 10am to 5pm

Bi-Lo Shopping Complex
From 10am to 12pm and 2pm to 4pm

The RTA welcomes the community to these displays to speak with members of the project team.

Display locations

Display locations will be at the:

RTA Pacific Highway Office (project team location)
21 Prince Street, Grafton NSW 2460
(Mon-Fri, 8.30am-4.30pm)

RTA Regional Office Grafton
31 Victoria Street, Grafton NSW 2460
(Mon-Fri, 8.30am-4.30pm)

RTA Motor Registry Office Grafton
3 King Street, Grafton NSW 2460
(Mon-Fri, 9am-5pm)

Contacting the project team

Your input is important to the consultation process. Should you wish to contact the project team, your correspondence can be sent to:

Chris Clark, RTA Project Manager
PO Box 546
Grafton NSW 2460

Alternatively you can visit the shop front at the Pacific Highway office for more information.

21 Prince Street, Grafton NSW 2460
(opposite the Westpac Bank)
Monday to Friday, 8:30am to 4:30pm.



recycled



elemental
chlorine
free



mill
certified



renewable
energy



sustainable
forest



Mixed Sources

Product group from well-managed
forests, controlled sources and
recycled wood or fibre
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For further enquiries

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