

DRAFT

Attachment 4

Community Consultation

Summerland Way – Additional Crossing of the Clarence River at Grafton

Route Selection

COMMUNITY FOCUS GROUP MEETING **Wednesday 4 February 2004** **5.00pm – 7.30pm**

Grafton Community Centre, Duke Street Grafton

Minutes

Attendees:

Peter Black	RTA Project Manager
Sonia Williamson	RTA Project Team
Brian Kerwick	RTA Project Team
Carole Donohoe	RTA Project Team
Vicki St Lawrence	Community Participation Coordinator
Cr Shirley Adams	Grafton City Council
Cr Max Murray	Grafton City Council
Ron Bell	Grafton Chamber of Commerce
Robert Blanchard	Road Transport Sector
Paul Covington	Kent Street Action Committee
Scott Flynn	Susan & Elizabeth Islands Trust
Greg Hayes	Grafton Shopping World
Laurie Marchant	South Grafton Residents Progress Association Inc
Bill Noonan	Clarence Valley Conservation Coalition Inc
Brian Scrivener	Waterview Community
Amanda Steiner	Fitzroy St Precinct
Karen Thompson	Greaves St Precinct
Mary Watson	Schools
Peter Morgan	National Parks Association
Merv Smidt	Riverside, Bent and Through St Precinct
Gordon Poynter	Clarenza Community
Greg Hayes	Grafton Shopping World
Paul Covington	Kent Street Action Committee

Apologies:

Peter Collins	RTA Regional Manager
Heather Roland	Riverside, Bent and Through St Precinct
Chris Wheelahan	McHugh St Precinct

1.0 Welcome and Purpose of meeting

Sonia Williamson introduced the meeting on behalf of the Regional Manager Peter Collins.

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2.0 Community Feedback

Vicki St Lawrence provided information on the community feedback since the previous Community Focus Group meeting. Attached is a summary of the feedback.

Brian Scrivener had a strong view on the Turf Street option. He was concerned that the view of his community may be lost in the group discussion. It was agreed that this approach might not reflect all of the group's comments.

Peter Black provided information on face to face interviews with residents in Locality 2 and Locality 3. Interviews were held with residents from Abbott Street, Villiers Street, Fitzroy Street, Kent Street, Greaves Street, Bent Street and Riverside Drive. Comments ranged from accepting the RTA's investigations, concerns about noise and safety, change of amenity of the area, do not want to be affected by a new bridge, heavy vehicles and a locality should be selected away from the existing bridge.

The residents in Locality 2 and Locality 3 appreciated the RTA initiating face to face meetings.

3.0 Project Information

Peter Black gave a presentation on project information. A copy of the slides is attached. The presentation was focused around the main issues that have been raised by the community, ie, remove the heavy vehicles from the CBD, and therefore consideration of options away from the existing bridge. Following is a summary of the presentation.

Traffic volumes on the Summerland Way have had a minimal increase over the past 20 years. Annual Average Daily Traffic (ie, the total traffic volume for the year divided by 365 days) for the Summerland Way was 1,350 in 1982 and 1,432 in 2001. AADT north of Junction Hill has increased from 1,807 in 1982 to 3,217 in 2001.

Slide 5 of the attached presentation shows the daily light and heavy traffic that would be attracted to Locality 2, Locality 3 and Locality 7 to give an indication of how effectively these Localities would remove heavy vehicles from the CBD. The slide also showed the breakdown of light and heavy vehicles attracted to each of the Localities during the morning peak hour.

In summary Locality 7, which would also act as a bypass of Grafton, attracts 300 heavy vehicles from the existing bridge leaving 1,200 heavy vehicles on the existing bridge. This Locality would be ineffective in meeting the criteria of taking heavy vehicles away from the CBD. Delays on the existing bridge would be reduced in the short term but would return under normal traffic growth.

In the morning peak hour, Locality 7 would take only 30 of the 180 heavy vehicles from the existing bridge and would not take sufficient traffic away from the existing bridge to significantly reduce the delays in the peak hour.

Locality 2 would take a higher percentage of traffic away from the existing bridge and reduce the delays on the existing bridge in the short term. Locality 2 is more effective than Locality 7 in taking heavy vehicles away from the existing bridge. Locality 3 is the

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most effective at reducing delays on the existing bridge in the long term (30 years). Locality 2 and 3 do not take heavy vehicles away from the CBD. The roundabouts on the northern and southern approach would cater for the current traffic growth for the next 20 to 30 years before upgrades would be needed.

Contact was made with the timber mills north of Junction Hill to determine the number of log trucks that would turn off the Summerland Way at Junction Hill and would not have been counted as through vehicles. There would be an average of 22 log trucks per working day that would use this turning movement. The origin and destination survey identified that during the period from 7am to 7pm, 30 articulated vehicles out of a total of 300 (10%) were through vehicles. If the additional log trucks were considered this would raise the total to 52 (17%).

Interviews were held with 12 businesses in Grafton and South Grafton to determine the number of heavy vehicles that arrived at departed at these businesses and their origin and destination. The results confirmed that Grafton is a destination for the majority of heavy vehicles. The interviews also confirmed that the allocation of heavy traffic from the existing bridge to alternative Localities in the traffic model, particularly downstream, was valid.

- Q Can designated heavy vehicles be restricted in their use of the existing bridge?
- A A heavy vehicle restriction is usually placed on bridges that for structural reasons cannot take the heavy vehicle loads. As the majority of heavy vehicles use the bridge to travel from/to Grafton and South Grafton a heavy vehicle restriction would impact on these movements.
- Q More vehicles would use a Turf Street option.
- A From the traffic model it is determined that up to 9,000 vehicles per day (vpd) would use the Turf Street option which would leave 17,000 vpd on the existing bridge.
- Q Where at Junction Hill was the origin and destination traffic count established?
- A North of Junction Hill at the 60/100kph sign
- Q There would be extra disruption at existing roundabout if Locality 2 option was decided upon.
- A An additional lane on the southern approach to the Villiers Street roundabout would be required. The roundabout would still have enough capacity for the next 20 to 30 years.
- Q I question the capacity of the existing bridge compared to duplication upstream or downstream. The existing bridge with modified kinks would not have the same capacity as a new straighter bridge.
- A Yes, you are correct. Slide 6 of the presentation should be amended to be read *'duplication provides 4 lanes (2 lanes in each direction) with capacity up to 6,600 vehicles per hour. Under the assumption that peak hour is generally 10% of daily volumes this would provide capacity for up to 66,000 vpd if there was no restrictions at the approach roads'*
- Q How will the kinks be modified?

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- A The kinks will involve widening to allow two heavy vehicles to travel together in the one direction up to 50 km/hr. Concept designs are being investigated, however, these designs would need to balance safety, structural requirements and heritage.
- Q Would it allow trucks to stay in one lane?
- A The design criteria would be to provide lane widths to cater for heavy vehicles but this would need to be balanced against the heritage and structural requirements.
- Q What if Heritage Council says no to the bridge work?
- A The Heritage Councils requirements would be incorporated in the concept design of the modification of the kinks. If approval was not given from the Heritage Council then this would place a significant constraint on the options adjacent to the existing bridge.

4.0 Turf Street Locality

Discussion then took place on the Turf Street locality. A plan showing the Locality and the assessment was distributed to CFG members prior to the meeting and a copy is attached. Comments are summarised below;

Waterview/Eatonsville/Seelands community comment on Turf Street locality;

- Feels there is a blatant bias towards Locality 3 and they favour Turf St.
- This would be an opportunity to create a new entry to Gwydir Highway.
- If you take the kinks out of bridge for Locality 3 why not do it for all options.
- Waterview group doesn't feel it would affect Village Green and Boral but did not consider Ken Casson Motors. Access to businesses could be under the bridge and between the pylons
- Access to CBD would be via Bacon or Oliver Sts.
- Turf Street locality should get a big tick for taking heavy vehicles away from CBD.
- Doubts about the Turf St noise assessment and it would be the same as Locality 3.
- No proper investigation has been on heritage impact of the Turf Street locality
- Locality at Turf St takes all through traffic out of CBD – benefits would be significant in 30 years
- Turf St should have been considered as an option.
- Susan Island heritage is not really a constraint, as pylons would not need to be on the island and there are no proven ecological studies undertaken.

CFG members' comments;

- There will be impacts on the viability of 3 major businesses.
- The visual impact would be enormous and this should be a major consideration for not only Turf Street but also all locations.
- The flood mitigation would be less than Locality 3.

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- DEC (NPWS) propose to revegetate Susan Island
- A bridge at Turf St would be visually unacceptable, would disadvantage the valley and take away the magnificent river view

5.0 Where to from Here

A Public Display of crossing options is proposed for late March early April with the Option Evaluation Workshop in the week commencing 19 April 2004, subject to confirmation with other CFG members and their availability. The workshop will be held over two working days and requires a commitment from all participants to be available for both days. If there is to be a replacement for a CFG member, that person should have attended the community workshops and be well informed regarding the project. Answers to questions regarding the workshop are summarised below;

- The workshop will be held during the week
- Background information will be provided prior to the workshop
- Representatives from Government Agencies will be invited including Waterways, CRCC and NSW Heritage Office.
- Council elections may preclude some people, as they may not be in the role of elected representatives.
- The NSW Heritage Council representative will have equal opportunity to comment on likely outcome.
- There will be approximately 30 people involved in the workshop and approximately 12 will be CFG members with a cross section of representation.

Nominations were then requested from those at the meeting for the expression of interest for the Options Evaluation Workshop.

Scott Flynn, Laurie Marchant, Peter Morgan, Bill Noonan (as backup), Amanda Steiner, Karen Thompson, Ron Bell, Gordon Poynter, Greg Hayes, Shirley Adams.

Members who were not at the meeting were to be contacted on their availability and suitability of the dates.

Members then decided on all group discussion on further project issues rather than individual small groups.

- Mary Watson presented a written submission from Clarence Valley Conservatorium Inc regarding Locality 2 option.
- The principal of the Cathedral School has verbally commented on Locality 2. He raised concerns of safety particularly the movements across Villiers Street to Catherine McCauley College.
- It seems there is not a lot of support for Locality 2.
- Appears the 2 preferred localities are the only viable options

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- Initial community meeting held in May 2002 was concern about delays on the Grafton Bridge and this is main criteria that needs to be addressed
- If local community were made aware of traffic impact there may be more acceptance of options.
- The future development of Grafton is not being considered by State Govt but considering dollars only.
- Heavy vehicles are only a minor percentage of the total volumes. Heavy vehicles will take the most direct route
- Need proper access from side roads for the localities.
- Heavy vehicles seem to be concerned about roundabouts.
- Coastal traffic is going to get heavier. Will it divert to the Summerland Way?
- Visual impact should be of main concern of any upstream options still under consideration.
- Scouring of piers of existing bridge – if necessary look at foundations of bridge in conjunction with straightening of kinks.
- There should be a Social Impact Study for Locality 3
- Heavy vehicles may be diverted to Villiers St if Shoppingworld expansion through Duke St is approved. Shoppingworld would be required to increase the clearance at the Villiers St viaducts.

CFG members concluded with their assessment of the Turf Street locality.

Brian Scrivener: Reassess Turf St to prove why we shouldn't consider it as an option

Ron Bell: From a Chamber of Commerce viewpoint the option would be detrimental to businesses.

Robert Blanchard: Heavy vehicles diverted too far from the existing will impact financially on community. Still worth considering Turf St but will accept the RTA decision.

Gordon Poynter: Agree with RTA considerations.

Peter Morgan: Eliminate Turf St. Environmental impact on Susan Island.

Max Murray: Prefers Turf St option.

Amanda Steiner: Should be considered even using part of See Park to minimise the impact on the businesses.

Bill Noonan: Visually unacceptable. Would need to consider the extraction of gravel and extent of scouring.

Greg Hayes: Not value for money and detrimental to the businesses.

Mary Watson: Accepts that the Turf Street locality is not an option.

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Karen Thompson: Should be included as an option. Questions the traffic assessment.

Laurie Marchant: Should investigate the option as it would distribute traffic.

Merv Smidt: Flood waters would be held west of the bridge and this option would be affected dramatically.

Shirley Adams: Supports the Turf Street locality but the design needs to be reconsidered such as an underpass. Concerns about using See Park.

6.0 Next meeting

Next meeting will be prior to the public display in late March early April.

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COMMUNITY WORKSHOP

Thursday 5 February 2004

2.00 pm– 4 00 pm

5.00 pm– 7.00 pm

Grafton Community Centre, Duke Street Grafton

Minutes

Attendees:

Peter Black

Peter Collins

Sonia Williamson

Vicki St Lawrence

Donna Martin

RTA Project Manager

RTA Regional Manager

RTA Project. Team

Community Participation Coordinator

RTA Project Team

2pm – 4pm

Aida Rangheri

Joyce Tarrant

Norm Whitford

Lesley McFarlane

Steve McIlveen

Jocelyn Windon

Iris Collins

David Tasker

Dulcie Bevan

Keith Slater

John Hall

Doug Clark

Marleen Flaherty

John Jones

Dianne Sneesby

June Richardson

Walter Duck

Cave Steiner

Scott Lenton

Glen Reid

Jim McDougall

Craig Larson

Mervyn Smidt

Josephine Masters

Lindsay Olen

Trevor Jones

Ray Wilson

Robert Salmon

Resident

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5pm – 7pm

Larry Griffen

Mark Burrridge

Ian Johnston

Helen Huxley

Leonie Hebbard

Rosemary Greaves

Mary Bligh

Lyndon Kingsley

Angela Clark

Phil Goodwin

Mary Drewett

David Drewett

Matt Harvey

Jenny Harvey

Des Harvey

Andrew Tarrant

Ray O'Shea

Scott Taylor

Bev Robinson

Reg Bultitude

Clare Murphy

Brett Butcher

Carmel Easterbrook

Peter Lee

Resident

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1.0 Welcome and Purpose of meeting

- The purpose of the 3rd Community Workshops was to provide additional information for localities 2 and 3 and to convey the assessment of a Turf Street Locality.

2.0 Community Feedback

Vicki St Lawrence provided information on the community feedback since the previous Community Focus Group meeting. Attached is a summary of the feedback.

3.0 Project Information

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Slide 4 of the attached presentation shows the daily light and heavy traffic that would be attracted to Locality 2, Locality 3 and Locality 7 to give an indication of how effectively these Localities would remove heavy vehicles from the CBD. The slide also showed the breakdown of light and heavy vehicles attracted to each of the Localities during the morning peak hour.

In summary Locality 7, which would also act as a bypass of Grafton, attracts 300 heavy vehicles from the existing bridge leaving 1,200 heavy vehicles on the existing bridge. This Locality would be ineffective in meeting the criteria of taking heavy vehicles away from the CBD. Delays on the existing bridge would be reduced in the short term but would return under normal traffic growth.

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Contact was made with the timber mills north of Junction Hill to determine the number of log trucks that would turn off the Summerland Way at Junction Hill and would not have been counted as through vehicles. There would be an average of 22 log trucks per working day that would use this turning movement. The origin and destination survey identified that during the period from 7am to 7pm, 30 articulated vehicles out of a total of 300 (10%) were through vehicles. If the additional log trucks were considered this would raise the total to 52 (17%).

Interviews were held with 12 businesses in Grafton and South Grafton to determine the number of heavy vehicles that arrived at departed at these businesses and their origin and destination. The results confirmed that Grafton is a destination for the majority of heavy

vehicles. The interviews also confirmed that the allocation of heavy traffic from the existing bridge to alternative Localities in the traffic model, particularly downstream, was valid.

4.0 Discussion on Project Information

Meeting 1 - 2pm to 4pm

Q How did you work out the heavy vehicle figures?

A The heavy vehicles percentages were determined from traffic counts and the origin and destination survey.

Q Surprised the RTA will be letting trucks use existing bridge, why not build a bridge for trucks?

A Majority of heavy vehicles are locally generated so a restriction on the existing bridge would affect these local trips for heavy vehicles.

Q Locality 2 will block up traffic in Fitzroy Street?

A An additional lane would need to be provided at the southern entry to the Fitzroy Street roundabout which would give this roundabout sufficient capacity for next 20 to 30 years.

Q Aren't there restrictions on trucks using the existing bridge?

A Yes, B-doubles are restricted from using the Grafton bridge during peak hours.

Q Hold ups on the existing bridge is due to the 2 lanes merging into one lane and the resulting bottleneck.

A The root cause of the delays at the Grafton bridge is the kinks on the existing bridge. During peak hours queues develop initially as a result of the kinks which develop back towards the 2 lane merge and beyond.

Q Clarence Street access at the bridge should be closed.

A Traffic counts have been undertaken at Clarence Street. This access points takes a percentage of traffic away from the Villiers Street roundabout therefore reducing the queues for left turn traffic from Villiers Street heading towards the bridge. During afternoon peak the left turn movement from Clarence Street onto the bridge has minimal impact on the queues which are already extending back to Fitzroy Street

Q It appears the RTA has made the decision on the western side of the existing bridge.

A RTA has not made a decision on the preferred crossing. The previous Feasibility Study stated that a crossing near the existing bridge would have the greatest benefit in terms of traffic. There will be a intense two day Route Evaluation Workshop comprising Government agencies, RTA project team and community representatives which will provide a recommendation for a preferred crossing.

Q If locality 2 or 3 is selected, where does heavy vehicle traffic go?

A The majority of heavy traffic that crosses the Grafton bridge is locally generated. The traffic routes for heavy vehicles would remain the same as the existing.

Q How do you base your figures for future traffic as new roads would attract more traffic?

A The attraction of traffic to a new crossing has been taken into account in traffic model. The main issue is how much traffic would be taken away from the existing bridge.

Q Did you take into consideration the decrease in traffic due to schools at Clarenza?

A Yes, this has been taken into consideration in the traffic model.

Q How are you going to take the kinks out?

A The RTA is preparing concept design for the modification of the kinks.

Q Is it not possible to put more lanes on the existing bridge?

A Investigations have previously been carried out by the RTA. This would require additional bracing on the bridge and would put extra loading on the existing structure. It would also not be economically viable.

Q There has been scouring around some of the pylons of the existing bridge.

A The bed of the river has changed over the years. RTA carries out regular maintenance inspections of the pylons.

Q Bridge is getting to it's used by date and there are environmental issues with paint flaking into river.

A Existing bridge undergoes regular maintenance checks and is still structurally sound. RTA is responsibility of the maintenance on the road approaches and road bridge. Railway owns the bridge. There are environmental issues with removal of the existing paint and repainting but it is achievable.

Comment: I think we are adding problems to the existing bridge by not considering an additional bridge away from the existing. The RTA is focusing on the traffic figures too much. Shouldn't keep funnelling traffic into the township.

Q Peak hour is all the time. Wouldn't it be better to have additional crossing away from existing?

A Traffic congestion is generated by local traffic. RTA has had numerous interviews with business such as Blanchards, Boral etc and a large percentage of heavy vehicles would still use the existing bridge for local trips.

Q Some of Cromack and Tranter's deliveries come from Brisbane, and they would use Locality 6?

A These traffic movements have been included in the traffic model.

Q The growth area is Clarenza which more people would use a downstream option.

A Population growth for the next 30 years in the Clarenza area has been taken into account in the traffic model by assuming the majority of Clarenza traffic would use a downstream option.

Q All these figures are well and good. I think if the new crossing were downstream people would choose the new crossing over the existing.

A A crossing away from existing bridge would have a certain attractiveness for traffic and this has been considered in the traffic model. The biggest issue is the number light vehicles that would still use the existing bridge.

Q I wouldn't take the old bridge to get over to South Grafton, I would bypass the business district. Perhaps a survey to see if people would use a downstream option.

A The number of vehicles that would use a downstream option has been calculated using existing traffic volumes, origin and destination counts and proposed future development to achieve a representation of the volume of traffic that would use these options.

Q Wouldn't car pooling minimise traffic on bridge?

A In a country town where travel distances are small and delays are lesser than the cities, car pooling would not be effective.

Q Are there many businesses and residences that the RTA would have to buy out?

A A location next to existing bridge would require property acquisition and this would be confirmed by the concept designs.

Meeting 2 - 5pm to 7pm

- Q Would locality 4 have to be a road embankment?
- A Yes it would require a road embankment to connect to the existing highway.
- Q Locality 4 – Why couldn't it be made above 1/100 yr flood, as it would give access to airport?
- A The design would cater for a 1 in 20 year flood. Any increase in height to a 1 in 100 year flood would add to the cost and increase the risk of flooding upstream.
- Q Would a downstream option cost less because river is narrower?
- A Downstream options would be more costly due to the additional length of the bridge and the additional road approaches across the flood plain.
- Q How were the traffic figures determined?
- A From previous traffic counts, current traffic counts and the recent origin and destination survey.
- Q Has Clarenza's population growth been taken into account?
- A Yes, the predicted development of Clarenza for the next 30 years has been included in the traffic model.
- Q A new bridge downstream would open up the Summerland Way?
- A A new bridge downstream would attract some additional traffic to the Summerland Way but would not attract sufficient traffic to significantly reduce delays at the existing bridge.
- Q Has the RTA looked at why locality 6 & 7 is not attractive for heavy vehicles?
- A Locality 6 and 7 would attract a percentage of heavy traffic from/to the Pacific Highway but not in large volumes to reduce the number of heavy vehicles using the existing bridge.
- Q Are there plans for Summerland Way improvements?
- A Yes, the Dourigans Gap works north of Kyogle have recently been completed and the bridge replacement at Wiangaree is progressing.
- Q If there are Summerland Way improvements does that mean there will be a need for another bridge?
- A The volumes that use the existing Summerland Way are small and the growth is very low. This would not solely justify the need for another bridge in Grafton.
- Q Has the RTA got a record of what heavy vehicles go through town?
- A The RTA undertook an origin and destination survey for articulated vehicles, eg, semi trailers, and less than 10% of these vehicles that use the existing bridge are through vehicles. Cromack and Tranter and Blanchards Transport heavy vehicle movements have been considered in traffic model.
- Q Discussed last meeting that the RTA didn't have a heavy vehicle count for Trenayr Rd?
- A The RTA contacted the timber mills in the Trenayr area and up 22 vehicles per working day would turn off the Summerland Way at Trenayr Road.
- Q Main problem is size of vehicle causes hold ups. Can the RTA get heavy vehicles off the bridge?
- A Main cause of delays is the kinks which force heavy vehicles to slow or stop at the kinks resulting in traffic delays. Taking heavy vehicles away from the existing bridge would not significantly reduce the delays on the bridge at peak hours.

- Q The crossing needs to meet the project criteria such as value for money; does locality 7 meet the criteria?
- A Locality 7 has a very low BCR, and it would be difficult to justify expenditure based on this criteria.
- Q Seems to be two conflicting issues, increase usage of Summerland Way and reducing traffic on existing bridge.
- A In terms of this project we have clear objectives one of which is to significantly reduce the delays on the existing bridge.
- Q Truck drivers would use Summerland Way if they didn't have to go through Grafton.
- A Another crossing away from the existing bridge may attract heavy vehicles to use the Summerland Way but this would not significantly reduce delays for local traffic on the existing bridge.
- Q Wouldn't locality 5 or 6 be better to link to Summerland Way than locality 7?
- A It would link to the Summerland Way but there is safety and noise issues with directing traffic down residential streets.
- Q How long would delays be if next to the existing bridge?
- A A new bridge next to the existing bridge would remove the delays on the existing bridge for the next 30 years. The roundabouts will provide sufficient capacity for the next 20 to 30 years.
- Q Has the RTA contacted the heritage council regarding the kinks?
- A Yes, the NSW Heritage Council has been contacted for their formal requirements. The RTA would need to submit an application to the Council if there is to be any modifications to the existing bridge.
- Q How many years of life does the existing bridge have?
- A The existing bridge has an ongoing maintenance programme to maximise the life of the bridge. The bridge was originally designed for rail traffic.
- Q If you can take the kinks out of the existing bridge do we really need a new bridge?
- A The RTA cannot close bridge to remove kinks as there is no other alternative crossing close by.
- Q How would roundabout in Villiers St handle traffic if the Villiers St option were selected?
- A An additional lane would be required on the southern approach to the Villiers Street roundabout which would provide adequate capacity for the next 20 to 30 years.
- Q Is it possible to ban heavy vehicles using existing bridge at peak times?
- A No, as this would have an economic impact on local businesses.
- Q If the trucks were taken off the bridge everything would run smoothly.
- A The cause of the delays originates with the kinks. If you were to take heavy vehicles away from the existing bridge in peak hour you would still have delays.
- Q BCR doesn't have a huge impact at this stage?
- A The BCR assess whether a locality meets one of the primary objectives of the project, ie, value for money. The options evaluation workshop will assess the social, environmental and technical criteria and then compare the BCR against these findings.
- Q Acquisition costs would put costs up?
- A Acquisition costs have been included in the strategic estimates which have been used for the BCR.

- Q At what point is market value determined, property prices have already dropped?
- A The value of properties for the acquisition for road purposes is based on market value at the time of valuation.
- Q In terms of cost has the RTA included work to levee wall?
- A No.
- Q Locality 2 and 3 has impact on levee?
- A Locality 2 and 3 have an impact on flooding but less than the downstream localities.
- Q Surely if there is a risk to increase flood levels there has to be something done?
- A This would be considered in detail in the environmental assessment of the preferred crossing.
- Q When comparing localities 1 to 3, locality 1 is ranked a better option for flooding issues but has a higher afflux?
- A The comparison of options in regards to afflux will be reassessed following a review of the CRCC's recent flood study.
- Q There are local flooding issues for Abbott St.
- A The RTA is currently investigating the local flooding issue in Abbott Street.
- Q Villiers St option would affect schools?
- A This option would have an effect of road traffic noise on the schools and pedestrian movements from and to the schools.
- Q Abbott St would have amplified sound, how are we guaranteed low noise levels?
- A RTA is required to meet EPA criteria with feasible, cost effective solutions to reduce road traffic noise.
- Q At this stage how many houses will be affected?
- A This will be determined in the route option design.
- Q Turf St, has See Park impact been looked at?
- A It would have no physical impact on See Park but would have a visual impact.
- Q Have river recreational groups been involved?
- A Yes Don McLeod from the Clarence River Yacht Club is representing river users on the Community Focus Group.
- Q What localities will be in the public display?
- A Localities 2 and 3 are the localities recommended for public display.
- Q Has it been looked at to go into another street in South Grafton e.g. Cowan St, Is this going to be addressed?
- A No, these options have been previously been discounted in the developing of the localities.
- Q Locality 2 is worse then locality 3 why are we still considering it?
- A Locality 2 has traffic benefits as it would take traffic away from the existing bridge but also has social and environmental impacts.
- Q Locality 5 was ruled out because of less traffic flow. It eliminates viaducts and better access for Summerland Way.
- A Yes that is correct but it also doubles the road traffic noise for local residents, increases the potential for flooding and creates safety issues in residential streets and on balance does not sufficiently meet the objectives of the project.
- Q What are the main objectives for not considering locality 5?

- A Flooding, doesn't attract sufficient traffic away from the existing bridge, traffic noise and safety at the connection to the existing Pacific Highway.

5.0 Where to from here?

Public display March/April 2004 for broader community feedback.

2 day Option Evaluation Workshop in April 2004 for a recommendation of a preferred crossing.

Formal announcement of a preferred crossing and public display– mid 2004.

DRAFT

Summerland Way – Additional Crossing of the Clarence River at Grafton

Route Selection

COMMUNITY FOCUS GROUP MEETING

Wednesday 31st March 2004

5.30pm – 7.30pm

Grafton Community Centre, Duke Street Grafton

Minutes

Attendees:

Peter Black	RTA Project Manager
Sonia Williamson	RTA Project Team
Melanie Fineberg	RTA Project Team
Brian Kerwick	RTA Project Team
Bruce Parks	RTA Project Team
Carole Donohoe	RTA Project Team
Amanda Elliott	RTA Project Team
Vicki St Lawrence	Community Participation Coordinator
Greg Hayes	Grafton Shopping World
Ron Bell	Grafton Chamber of Commerce
Robert Blanchard	Road Transport Sector
Scott Flynn	Susan & Elizabeth Islands Trust
Kel Kearns	South Grafton Traders Association
Laurie Marchant	South Grafton Residents Progress Association Inc
Peter Morgan	National Parks Association
Bill Noonan	Clarence Valley Conservation Coalition Inc
Gordon Poynter	Clarenza Community
Heather Roland	Riverside, Bent and Through St Precinct
Amanda Steiner	Fitzroy St Precinct
Karen Thompson	Greaves St Precinct

Apologies:

Peter Collins	RTA Regional Manager
Max Murray	Clarence Valley Council
Mary Watson	Schools

1.0 Welcome and Purpose of meeting

Sonia Williamson introduced the meeting on behalf of the Regional Manager Peter Collins.

2.0 Project Information

Peter Black gave a presentation on project information regarding the community issues addressed during route selection, the additional investigations and the crossing options to be placed on display. The public display is scheduled from 3 April to 24 April 2004. The display will be staffed at Shopping World on 8 April and 17 April 2004. Refer to attached slides.

Summerland Way – Additional Crossing of the Clarence River at Grafton

Route Selection

Q Who owns the vacant land on the northern approach between the existing bridge & the railway viaduct that would be affected by Option 2B?

A This area of land is privately owned & railway land.

Comment: The RTA is negotiating with railways regarding the height requirements over the existing railway line. Divers are starting investigations on possible scouring impacts of Options 2A & 2B.

Q Would it be necessary to change the curves on the bridge if 2 lanes are going north & 2 south?

A Yes, as it is a safety issue if two heavy vehicles need to negotiate the kinks together.

Q How close would 2A or 2B be to existing bridge?

A There would need to be an absolute minimum distance of 5 metres however both options are further away than this.

Q The RTA was not very transparent in the decision on Turf St. Couldn't the road corridor be widened enough if some of See Park used?

A Would need curves and there would create an impact on houses on southern side of the existing railway line.

Q With today's standards what can be done with design to reduce noise levels. Let's go one better on this design and reduce the noise levels as much as possible.

A The RTA will manage road traffic noise by implementing practical and cost effective mitigation measures in accordance with Department of Environment and Conservation requirements.

Q Concerns about residents along existing roadway in Bent Street.

A The RTA would not be required to provide noise mitigation measures along Bent Street as the limits of the route option design ties in at the Nursing Home.

Q How high will the bridge be at the levee wall for Option 1?

A The road level would be approximately 3m above levee wall and then ramp down into Victoria St.

Q Have you updated data with new figures from CRCC report?

A The RTA are reviewing the CRCC report to determine the impacts of the Options.

Comments

- Shoppingworld deliveries to Woolworths will increase by at least 3 or 4 extra trucks per day and more if expansion goes ahead.
- Option 1 is visually undesirable.
- Sedimentation/saltation/scouring needs to be considered for the Options.
- Underwater cables were pushed up against the bridge during floods in the early 50's.

Summerland Way – Additional Crossing of the Clarence River at Grafton

Route Selection

- Should have been imperative that a Clarence Valley Council representative attend the Community Focus Group meetings.
- No bridge option is a valid option.

3.0 Where to from Here

Familiarisation meeting for community representatives on the Options Evaluation Workshop on 6 April 2004.

Public display of Crossing Options from 3 April to 24 April 2004.

Options Evaluation Workshop 28 and 29 April 2004.

4.0 Next meeting

Next meeting prior to preferred route announcement.

Route Selection

COMMUNITY FOCUS GROUP MEETING

Tuesday 3rd August 2004

5.30pm – 7.30pm

Grafton Community Centre, Duke Street Grafton

Minutes

Attendees:

Peter Black	RTA Project Manager
Peter Collins	RTA Regional Manager
Sonia Williamson	RTA Project Team
Simone Garwood	RTA Project Team
Monica Sirol	RTA Project Team
Donna Martin	RTA Project Team
Vicki St Lawrence	Community Participation Coordinator
Greg Hayes	Grafton Shopping World
Ron Bell	Grafton Chamber of Commerce
Scott Flynn	Susan & Elizabeth Islands Trust
Kel Kearns	South Grafton Traders Association
Peter Morgan	National Parks Association
Bill Noonan	Clarence Valley Conservation Coalition Inc
Gordon Poynter	Clarenza Community
Heather Roland	Riverside, Bent and Through St Precinct
Amanda Steiner	Fitzroy St Precinct
Karen Thompson	Greaves St Precinct
Paul Covington	Kent Street Action Committee
Frank Falkenstein	Clarence Environment Centre Inc
Cecil Hyde	Clarence Valley Council
Don McLeod	Clarence River Yacht Club
Max Murray	Clarence Valley Council
Mary Watson	Schools

Apologies:

Shirley Adams	Clarence Valley Council
Robert Blanchard	Road Transport Sector
Laurie Marchant	South Grafton Residents Progress Association Inc
Maurie Mahar	Ngerrie Aboriginal Land Council
Neil Payne	Clarence Valley Council
Chris Wheelahan	McHugh St Precinct

Summerland Way – Additional Crossing of the Clarence River at Grafton

Route Selection

1.0 Purpose of meeting

Vicki St Lawrence advised that the purpose of the meeting was for the RTA to inform CFG members of the current status of the project. RTA is still in the site selection stage and is currently carrying out investigations on the recommended route.

2.0 Project Information

Project update

The information in the background papers was explained to the meeting. A copy of the background papers is attached.

QUESTIONS AND ANSWERS

Q Did the width of widening at the 'kinks' vary from the measurements shown at the Corridor Evaluation Workshop?

A The widening is the same as shown at the Workshop.

Q What was the previous cost for the modification of the 'kinks'?

A \$5M. The estimate after further design of the modifications is \$9M

Q The extra 4 million is it a contingency or extra cost?

A The \$9M is the updated strategic estimate of cost to modify the 'kinks' and includes contingency.

Q Will traffic be transferred to new bridge to remove kinks from existing bridge?

A Yes.

Q So there will still be congestion through the construction phase?

A There will be less congestion as the traffic would be transferred to the new bridge which will eliminate the 'kinks' which cause the traffic delays in peak hours.

Q Does the additional cost affect the BCR and has this been addressed?

A The additional cost reduces the BCR's as shown in the Background Papers

Q It was portrayed by the RTA at the Evaluation Workshop that the existing bridge wouldn't have any more modifications?

A The amount of widening at the 'kinks' has not changed. The method of construction now requires additional piers to support the widening and as a result additional costs.

Q What are the further detailed designs that have been done?

A The designs are to a level of detail that would be suitable for submission to the NSW Heritage Office.

A copy of the bridge designs is attached.

Summerland Way – Additional Crossing of the Clarence River at Grafton

Route Selection

- Q** How can the RTA get the cost so wrong?
- A** The additional costs are as a result of a different method of construction for the modifications of the 'kinks'.
- Q** Will a 3 lane bridge be closer to the existing bridge then a 2 lane bridge?
- A** The 3 lane bridge would be marginally closer to the existing bridge.
- Q** It was stated at the Evaluation Workshop that 4 lanes would not be considered when it was not possible at other locations?
- A** The project is for an additional crossing of the Clarence River which would provide a total of 4 lanes.
- Q** In the construction what about the profiles of the side, would it be enclosed.
- A** The types of barriers at the sides of the bridge would be determined in the next stage of the project.
- Q** 5 dB(A) is measured from the bridge and not houses?
- A** The 5 dB(A) increase is the expected noise increase from the proposed bridge to existing residences.
- Q** The existing bridge would not cater for double freight trains?
- A** The existing bridge was originally designed for heavy locomotives.
- Q** Do you see any logic in Australian Rail Track Corporation (ARTC) with 7.1m clearance when the existing bridge will not cater for this clearance?
- A** ARTC need to consider the long term strategy (60 years) for the rail infrastructure. Any decrease in vertical clearances will require further negotiations with ARTC.
- Q** If the existing bridge was decommissioned who would be responsible for the upkeep?
- A** This would be negotiated between RTA, Council, ARTC and Heritage.
- Q** Will existing bridge get a paint job soon?
- A** ARTC is responsible for the rail bridge. RTA maintains only the road bridge. RTA contributes 25% of costs for the maintenance of the rail bridge.
- Q** What is submitted to the Heritage Council?
- A** The Statement of Heritage Impacts Report is prepared in accordance with the NSW State Heritage Office Manual Guidelines. The report consists of a description of the local and regional history of the area, a discussion on the history of the bridge, design and architecture, a discussion on the architecture of the bridges and other bridges of similar design through Australia and the state, and the significance of the bridge.
- The report includes a description of the proposed works to the bridge, a discussion on the options considered and justification for the preferred option, a discussion on the impacts and how the proposal is sympathetic to the bridge. The report must address three key questions set by the Heritage Office and include photos, diagrams and concept plans highlighting the design of the existing bridge overlain by the new designs.

Summerland Way – Additional Crossing of the Clarence River at Grafton

Route Selection

Q Reading the Background papers for the options of a 3 and 4 lane bridge, the Heritage Office has little regard to cost, they are only concerned with heritage issues. They have priority to the presentation of the bridge instead of local needs. Also, the Heritage Office have had little input by not attending Corridor Evaluation Workshop

A Heritage Offices position is to protect heritage items and the RTA must fulfil the requirements of the NSW Heritage Act. The Project Manager has briefed the Heritage Office on the process of the route selection. The Heritage Office will make a decision on the impacts of Option 2b based on the submission of the Statement of Heritage Impacts.

Q The Statement of Heritage Impact, is it available to the community?

A Normally, the community does not have input such as via a public display. The RTA will confirm the level of public consultation in the minutes

RTA Comment: The Statement of Heritage Impacts will be made available to the CFG.

Q Are you looking at pier matching?

A Pier matching will be confirmed in the next stage.

Q Even with the new bridge, as the traffic gets down to the cross roads it will cause congestion?

A The roundabouts have sufficient capacity for the next 20 to 30 years.

Q Heavy traffic crossing the bridge crosses the centreline at the 'kinks'. Hold up is the 'kinks' on the bridge and the heavy vehicles?

A That is correct.

Q Facts presented earlier regarding BCR have significantly changed. How can the RTA get it so wrong?

A The change from 60km/hr to 50km/hr in urban areas has had an effect on BCR.

Q Facts keep changing, community members don't feel the RTA is doing the process correctly?

A This is part of the route selection process where assumptions that are made earlier in the project are confirmed or amended as the project proceeds.

Q Are there sufficient funds for the Statement of Heritage Impacts?

A Yes there is sufficient funding.

Q Has the RTA employed a consultant to carry out the Heritage Study?

A RTA Sydney office has a heritage expert who is compiling the Statement of heritage Impacts in accordance with the requirements set out by the NSW Heritage Office.

Q Concern with bridge design, aesthetics impact on existing bridge for Heritage Assessment. Do the visual designs go the Heritage Office?

A Yes they will be part of the submission.

Q What is the time frame?

Summerland Way – Additional Crossing of the Clarence River at Grafton

Route Selection

A Announcement of the preferred route will be later this year. The RTA will not announce the preferred route until all the issues from the Corridor Evaluation Workshop have been addressed. The Environmental Impact Assessment would follow the announcement of the preferred route and this would take 12 – 18 months.

Q Concern with noise involved with the increase in height and grades of the bridge

A The noise impact of raising the existing bridge further is being investigated. The removal of kinks will significantly reduce the high peak noises such as engine braking, gear changes, acceleration etc.

RTA Comment: An increase in the additional bridge height by 1.9 metres would have negligible impact on the overall emitted noise. However the effects of reflected noise from the new bridge structure alongside the existing bridge as well as the reduced barrier effect provided by the existing bridge for upstream residents would require investigation.

Q Can we tell the community where the bridge is going?

A Yes. The recommended site at this stage is downstream of the existing bridge.

Additional Crossing of the Clarence River at Grafton Project

Analysis of Evaluation Data – February 2004 CFG & Workshops

<p>Number of participants in previous workshop attendance: 12</p> <p>Number of participants new to workshops: 23</p>	<p>CFG – Number of Responses (8 forms returned from 16 participants)</p>	<p>Workshops– Number of Responses 21 forms from 2pm w/shop – 27 attendees 25 forms from 5pm w/shop – 29 attendees)</p>
<p>1. To this stage of the Project the RTA has provided:</p> <p>a) Timely and adequate information to the community:</p>	<p>1 Agree 4</p> <p>2 2</p> <p>3 1</p> <p>4 0</p> <p>5 Disagree 1</p>	<p>1 Agree 15</p> <p>2 11</p> <p>3 5</p> <p>4 8</p> <p>5 Disagree 4</p>
<p>1.</p> <p>b) Timely and adequate opportunity for the community to contribute information:</p>	<p>1 Agree 5</p> <p>2 1</p> <p>3 0</p> <p>4 1</p> <p>5 Disagree 0</p>	<p>1 Agree 16</p> <p>2 6</p> <p>3 8</p> <p>4 8</p> <p>5 Disagree 3</p>
<p>Comments</p>	<p>Three comments: consensus that there was more time to spend on the questions. One negative comment regarding information being skewed.</p>	<p>Nine comments: Bridge should go North of Grafton due to the congestion. Notification of workshop was poorly applied. Not enough public awareness of meeting conclusions and information. People generally feel like they are not being heard by the RTA and left out of decisions.</p>
<p>2. The reasons for short listing localities have been clearly explained:</p>	<p>1 Agree 5</p> <p>2 0</p> <p>3 2</p> <p>4 0</p> <p>5 Disagree 1</p>	<p>1 Agree 17</p> <p>2 14</p> <p>3 6</p> <p>4 3</p> <p>5 Disagree 2</p>
<p>Comments</p>	<p>Two comments: One positive and one negative.</p>	<p>Nine comments: Many feel that the decision of location has already been made. Yes, they have been met even if not agreed upon.</p>
<p>3. I support the localities short listed for further investigation:</p>	<p>1 Agree 5</p> <p>2 1</p> <p>3 1</p> <p>4 0</p> <p>5 Disagree 1</p>	<p>1 Agree 17</p> <p>2 1</p> <p>3 5</p> <p>4 6</p> <p>5 Disagree 14</p>
<p>Comments</p>	<p>Four comments: Prefer location of existing bridge. Use Turf St. option. Information supplied by RTA is efficient. No!</p>	<p>Fifteen comments: Some support for Turf St option, Abbot St., and outside of the CBD altogether. Some say unless traffic is diverted away from the town centre, the problem will still be there.</p>
<p>4. I believe the RTA will adhere to the commitment made in the Community Participation Plan</p>	<p>1 Agree 3</p> <p>2 3</p> <p>3 1</p> <p>4 0</p> <p>5 Disagree 1</p>	<p>1 Agree 116</p> <p>2 12</p> <p>3 7</p> <p>4 3</p> <p>5 Disagree 4</p>

Additional Crossing of the Clarence River at Grafton Project

Comments	One Comment: We'll wait and see!	Eleven comments: The trend in comment here is that the 2pm session thinks the RTA has done right by the community and the 4pm session thinks the RTA has already chosen locality 3 and that they are just appeasing the community with this CPP.
General Comments	Three comments: This is a very worthwhile process and much appreciated. Discussion time was appreciated. Don't want the Turf St. option.	23 comments: Good work. Lack of information to general public. The RTA has already decided on the location. A bridge in the Centre of town will lower living quality and real estate prices.

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Additional Crossing of the Clarence River at Grafton Project

Analysis of Evaluation Data –March 31 2004 CFG

Statement	CFG – Number of Responses (4 forms returned from 12 participants)
1.To this stage of the project the RTA has provided: a) Timely and adequate information to the community:	1 Agree 3 2 0 3 1 4 0 5 Disagree 0
1.b) Timely and adequate opportunity for the community to contribute information:	1 Agree 3 2 1 3 0 4 0 5 Disagree 0
Comments	Two comments: The Daily Examiner had little coverage on this subject. Why was this? Well-balanced giving all an opportunity to have a say.
2. The reasons for short listing the localities has been clearly explained:	1 Agree 4 2 0 3 0 4 0 5 Disagree 0
Comments	One comment: I am satisfied that the listing process will reach the right conclusion.
3. The public display materials will help the public to understand the short listed options:	1 Agree 4 2 0 3 0 4 0 5 Disagree 0
Comments	One comment: Should leave no doubt about the options available.
4. I believe the RTA will adhere to the commitment made in the Community Participation Plan:	1 Agree 3 2 1 3 0 4 0 5 Disagree 0
Comments	Two comments: Presenters do an extremely good job holding some CFG members at bay with personal issues. A good level of credibility held.
General Comments	One comment: RTA have given ample opportunity for community to participate.

Additional Crossing of the Clarence River at Grafton Project

Community Focus Group Meeting

Tuesday 3 August 2004

Analysis of Evaluation Data

(Please circle the most applicable indicator for each statement)

1. To this stage of the Project the RTA has provided:

a) timely & adequate information to the community:

	1	2	3	4	5
				Disagree	
Agree					
No of Votes	4	4	3	1	1

b) timely & adequate opportunity for the community to contribute information

	1	2	3	4	5
				Disagree	
Agree					
No of votes	4	5	2	1	1

Comments: "The process has been completely satisfactory"; "Should have been more input & discussion from community before decision & route selection"; "Would like artist's impression of new bridge but accept a visually sympathetic design will ensure. Like to see more detail"; "Should have given elevation info as so important"; "RTA has provided lots of info however as the CBR appears to be the bottom line many concerns in my community have not been addressed"

2. The reasons for including the 3 & 4 lane bridge options have been clearly explained:

	1	2	3	4	5
				Disagree	
Agree					
No of votes	8	5	0	1	0

Comments: "Total disbelief that the RTA had no knowledge of these options as a solution to the heritage problem prior to the REW"; "Visually no difference between 2, 3, 4 lanes. Downstream least visual impact. 14M unjustified for 4 lanes"; "These options bring a new aspect to the project as it recognises that the existing bridge is an old structure"; "Reasons explained but to receive this as an option was a surprise to both myself & my community"

3. Do you have any comments on the inclusion of the 3 & 4 lane bridge options? If yes, please provide:

"The 3 & 4 lane should not be an option – in the L/T this could be the wrong location for an increase of traffic into & out of Grafton"; "Strongly prefer an option that does not require substantial impact on current bridge, but believe that in the current position 3 lanes are a serious impact"; "C/B analysis into projected tourism value addition"; "\$ lane is best option as it provides many opportunities for tourist & community activities"; "Taking out cost the 3 lane is best"; "Want a 4 lane bridge"; "These options open a lot of potential tourism opportunities. A pedestrian/cycleway has a lot of appeal. Viewing platform would be excellent to see flying foxes"; "Concerned that the Heritage Council will take a soft option if presented with a ¾ lane bridge & decline applications to alter existing bridge. Therefore due to cost & on balance & to achieve a result 3 lane option should be put"; "Additional residence impact; increased noise on local residents; costs; categorically told a 4 lane bridge is not an option during prior process"; "Much time is spent informing/discussing etc however I am not convinced that all concerns are being listened to"; "It is imperative that the new brisge not only provides for 30 yrs but that well into the next century. I support a 3 lane with provision for a 4th"; "The 3 lane seems to be the best – no problem with having to remove kinks; allows for future development to 4; 4 lane is overkill unless existing bridge is taken out"

Additional Crossing of the Clarence River at Grafton Project

4. **I believe the RTA is adhering to the commitment made in the Community Participation Plan** (The RTA will look to the community for participation in formulating solutions and will incorporate community comment in decisions to the maximum extent possible):

1	2	3	4	5
Agree				Disagree

No of votes 2 8 1 0 1

Comment: "RTA should have involved community members in the decision instead of just a RTA w/shop with local govt staff"; "More community members affected by downstream option should be included to balance community input. Bias obvious – even mine!"

5. **Do you have any other comments about community participation in this Project?**

"Heritage consultant in Sydney is an RTA officer – this further alienates our perception of how the decisions are made"; "This meeting has been informative & has given CFG members an opportunity to express points of view & have discussions on the project"; "More information should be given to all residents in Grafton & district"; "I am concerned about the RIC height issue & apart from visual impacts on existing bridge suggest if RIC refuse consent to reconsider the upstream site 2A as increased height on d/stream would be offensive. Very difficult to balance the issues"; "Media releases on progress may be useful"; "I have found all processes to be fair, open & transparent. Overall I consider the process has been exceptionally well managed";

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Attachment 5

Route Option Display Material

Additional Crossing of the Clarence River at Grafton



Summerland Way

COMMUNITY LIAISON GROUP

As part of the RTA's community consultation process, initial community workshops were held on 14 and 15 October 2003 to discuss the project and identify key issues. These workshops included representatives from the former Grafton City Council, Copmanhurst Council, Pristine Waters Council and the local community. Additional community workshops were held on 10 and 11 December 2003 to update the community and discuss the short listed localities identified by the RTA project team. The third round of community workshops were held on 4 and 5 February 2004 to finalise the community input on the short listed localities and inform the community on the next steps for selection of a preferred crossing.

The workshops included the Community Focus Group (CFG), which has been formed to ensure a two-way communication flow with the surrounding community. Membership of the CFG has been designed to reflect the broad range of stakeholder interests and community views. The CFG meets at approximately two monthly intervals throughout the development of the project.

The role of the CFG is advisory and issues and suggestions raised by members will be considered by the project team in making decisions. CFG members are informed of project developments and members' input is requested on specific matters. The CFG members are available to raise issues and report feedback on your behalf. The names and contact details of CFG representatives are listed below:

NAME	ORGANISATION	CONTACT NUMBER
Mrs Shirley Adams	Former Grafton City Council	6643 0212
Mr Max Murray	Former Grafton City Council	6643 2277
Mr Neil Payne	Clarence Valley Council	6649 7672
Mr Cec Hyde	Former Pristine Waters Council	6647 4632
Mr Ron Bell	Grafton Chamber of Commerce	0419 981 936
Mr Robert Blanchard	Road Transport Sector	66049122
Mr Paul Covington	Kent Street Action Committee	0417 442 743
Mr Frank Falkenstein	Clarence Environment Centre	6643 1863
Mr Scott Flynn	Susan & Elizabeth Islands Trust	6642 2922
Mr Greg Hayes	Grafton Shopping World	6642 7770
Mr Kel Kearns	South Grafton Traders	6642 7822
Mr Laurie Marchant	South Grafton Residents Progress Association	6642 1006
Mr Don McLeod	Clarence River Yacht Club	6642 3325
Mr Peter Morgan	National Parks Association	6642 3345
Mr Bill Noonan	Clarence Valley Conservation Coalition	6642 5207
Mr Gordon Poynter	Clarenza community	6643 1234
Mrs Heather Roland	Riverside, Bent & Through St precinct	6642 4227
Ms Amanda Steiner	Fitzroy Street precinct	0429 442 494
Mrs Karen Thompson	Greaves Street precinct	6642 5344
Mrs Mary Watson	Schools	6643 3887
Mr Chris Wheelahan	McHugh Street precinct	0407 003 140
Mr Darryl Mercy	Ngerrie Aboriginal Land Council	6642 6020

Grafton Bridge Additional Crossing of the Clarence River

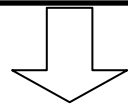


Summerland Way

PROJECT PHASES

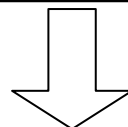
STEP 1 - Strategic Phase

- Investigate study area
- Identify issues
- Analyse issues
- Decision to proceed



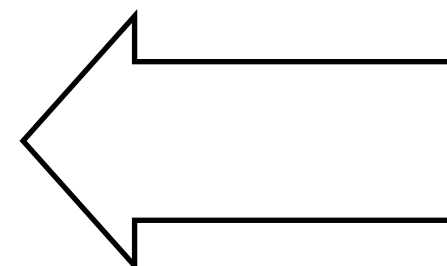
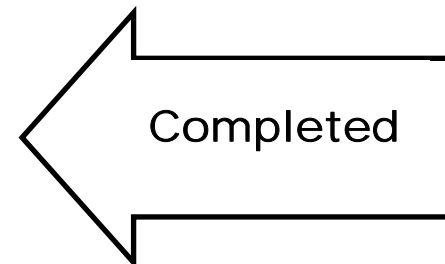
STEP 2 - Development Phase

- Investigate crossing options
- **Public display of options**
- Select preferred option
- Concept design of preferred option
- Environment impact assessment of preferred option
- Preferred option approved
- Decision to proceed



STEP 3 Implementation Phase

- Detailed design & documentation
- Land acquisition
- Tender & construction



STEP 1 - Strategic Phase

This phase has been completed. The RTA has completed the Feasibility Study in March 2003. The NSW State Government announced that the route selection phase would proceed for an additional crossing of the Clarence River at Grafton.

STEP 2 - Development Phase

- **Investigate Options** – Broad investigations of the study area and analysis of feasible crossing options has been completed.
- **Public Display of Crossing Options** – The crossing options are now on display from **Saturday 3 April 2004 to Sunday 25 April 2004**. The RTA is encouraging the local community to be involved in this important project and provide feedback on the display. Community feedback will be considered as part of the process to select a preferred crossing.
- **Select Preferred Crossing Option** – An Option Evaluation Workshop comprising technical and non-technical participants representing government, business, environment and residents from within the study area will be held after the public display period. The recommendations arising from the Workshop will provide input into the selection of a crossing option.
- **Concept Design and Environmental Impact Assessment** – A detailed concept design and environmental impact assessment of the preferred option would then be completed.

STEP 3 - Implementation Phase

- **Detailed Design and Documentation** – The detailed design and contract documentation for construction would be finalised.
- **Land Acquisition** – Land acquisition will be undertaken in accordance with the Land Acquisition (Just Terms Compensation) Act 1991 and would take up to 18 months to complete.
- **Tender and Construction** – Tenders would be invited for the construction of the project. Once a tender has been awarded construction would commence. The work would be expected to take approximately 2 years to complete following formal approval.

Additional Crossing of the Clarence River at Grafton



Summerland Way

COMPARISON OF OPTIONS

CRITERIA	OPTION 1 VILLIERS STREET	OPTION 2A UPSTREAM OF EXISTING BRIDGE	OPTION 2B DOWNSTREAM OF EXISTING BRIDGE
1. Significantly improve traffic efficiency			
a. Reduce delays at the existing bridge	Reduces delays at the existing bridge in the short term.	Significantly reduces delays at the existing bridge in the long term (30 years).	
b. Provide vertical clearance for heavy transport on the Summerland Way	The viaducts on the Summerland Way will have a maximum of 4 metres clearance with a high level detour in Duke Street of 5 metres.		
2. Significantly reduce the potential for road crashes and injuries			
a. Reduce potential road crashes and injuries at new approaches and intersections	<p>Will reduce the potential for road crashes and injuries by providing a new bridge.</p> <p>The new bridge and existing bridge will each have two lanes with two-way traffic flow.</p> <p>The Villiers/Fitzroy St intersection will need upgrading in the future (20 to 30 years).</p> <p>Safety issues with access to schools, residences and local streets.</p>	<p>Will reduce the potential for road crashes and injuries by transferring 50% of the existing traffic onto a new bridge and modifying the 'kinks'.</p> <p>The new bridge and existing bridge will be two lanes with one-way traffic flow.</p> <p>The adjoining intersections will need upgrading in the future (20 to 30 years).</p>	
b. Reduce through traffic to CBD	Traffic patterns to the CBD will remain similar as the majority of traffic is locally generated.		
3. Socially acceptable to regional and local community			
a. Minimise flooding impacts by the project	Will minimise the effect on flooding of the Clarence River.		
b. Minimise negative impacts on the social environment (including visual impacts)	<p>Improved access to the CBD for South Grafton and areas to the west.</p> <p>Reduced amenity/character of residential streets.</p> <p>High visual impact.</p>	<p>Continued high traffic flow for existing residences.</p> <p>Land acquisition required.</p> <p>High visual impact</p>	
c. Minimise negative impacts on access for the community	<p>Will provide good access for the community.</p> <p>A pedestrian/cycleway would be provided.</p> <p>Provides an alternative crossing for emergency access.</p>	<p>Will provide good access for the community.</p> <p>The existing pedestrian/cycleway will continue to provide access.</p> <p>Improved emergency access.</p>	
4. Support economic development			
a. Provide opportunity for economic and tourist development for Grafton (and the Clarence Valley region)	<p>Direct connection to Villiers Street for heavy vehicles.</p> <p>Southern connection would become more attractive for commercial development.</p> <p>Delays on the existing bridge would be reduced in the short term.</p>	<p>Peak hour delays at the bridge would be significantly reduced for the long term (30 years).</p> <p>Continued access to existing businesses on the existing approaches.</p>	
5. Minimise the impact on the environment			
a. Minimise negative impacts on the natural environment	Impact on a fig tree in Villiers Street.	Minimises the impact on the natural environment.	
b. Minimise negative impacts on heritage (indigenous and non-indigenous)	<p>Non-indigenous heritage impacts in Villiers Street.</p> <p>No known indigenous heritage impact.</p>	<p>Potential impact on the Urban Conservation Area.</p> <p>No known indigenous heritage impact.</p>	Minimal direct impact on heritage.
c. Minimise negative impacts of traffic noise on existing noise sensitive development	Increased road traffic noise for schools and residences.	Minimises the potential for increased road traffic noise.	
6. Achieve maximum effectiveness of expenditure			
a. Provides value for money		Provides value for money.	

Additional Crossing of the Clarence River at Grafton



Summerland Way

ROUTE OPTIONS

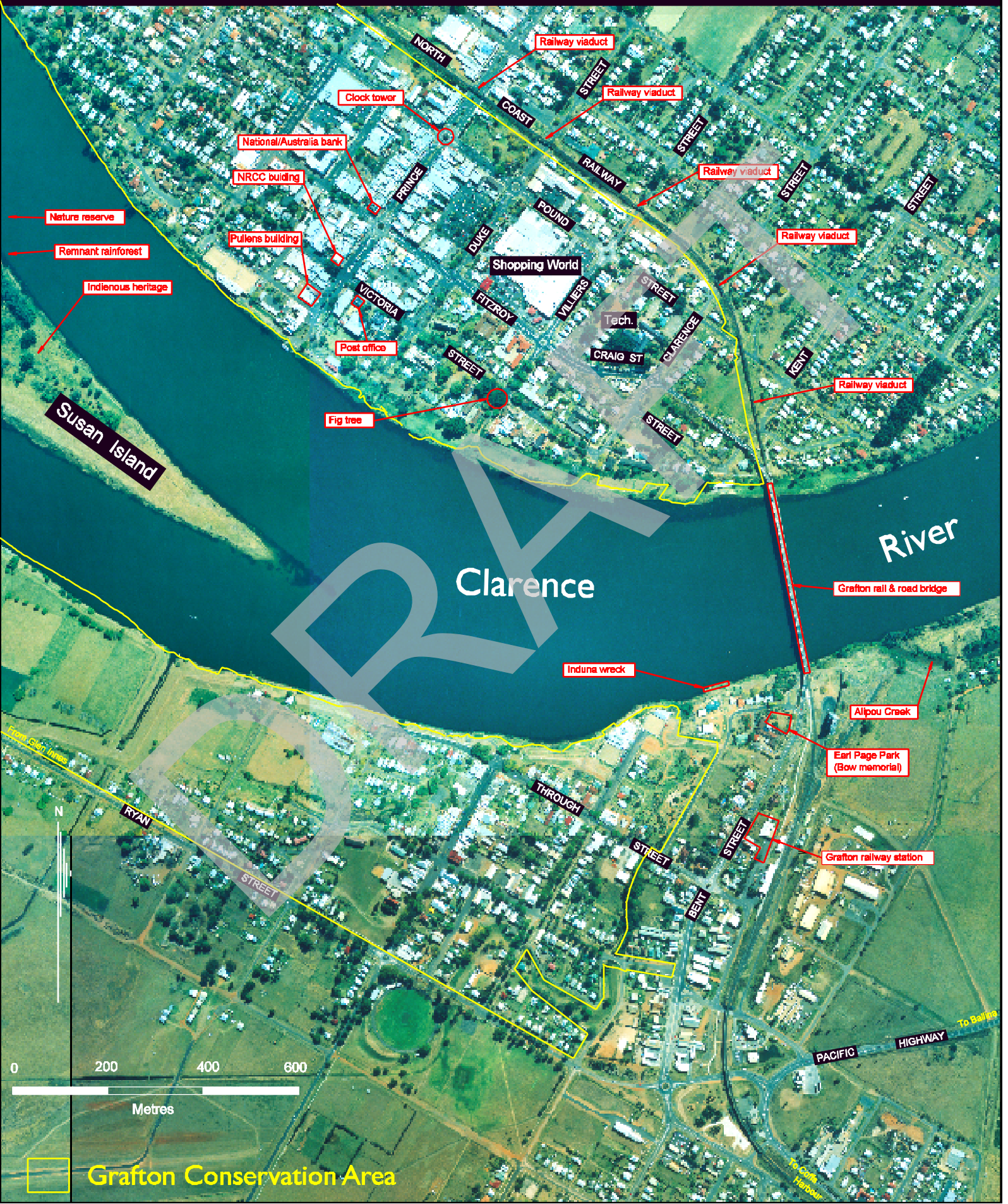


Clarence River at Grafton



Summerland Way

ENVIRONMENTAL CONSTRAINTS



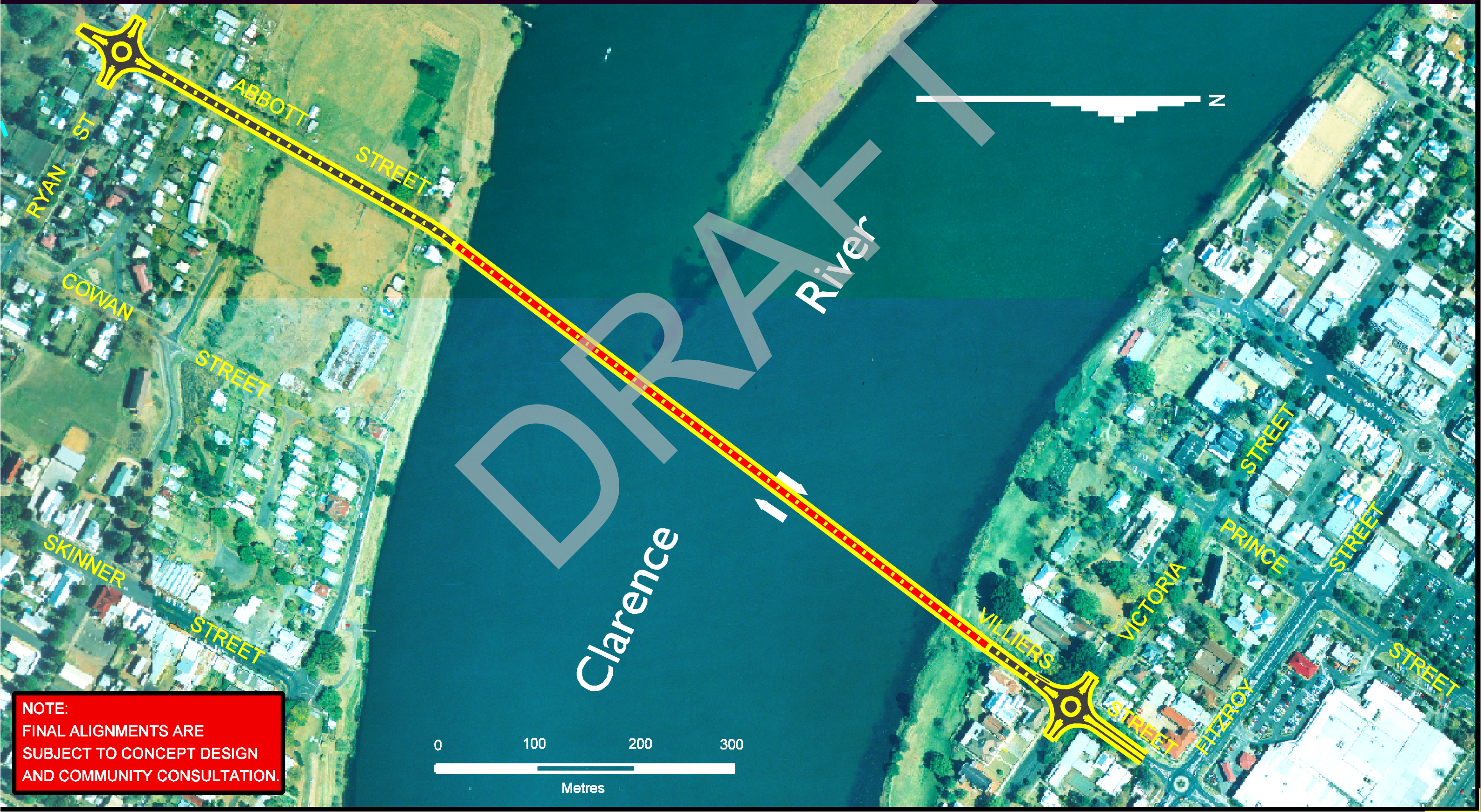
Grafton Conservation Area

Additional Crossing of the Clarence River at Grafton



Summerland Way

OPTION 1



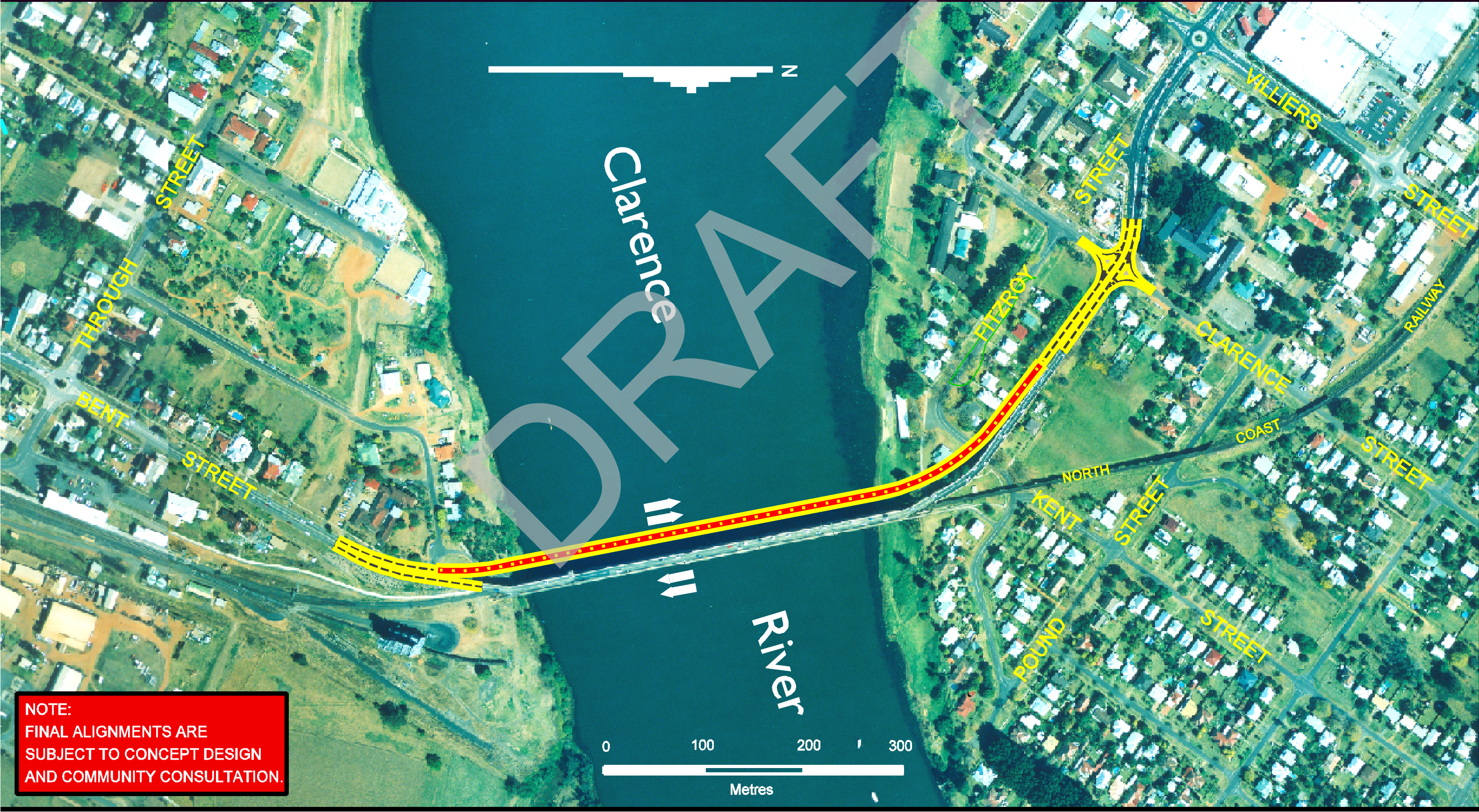
NOTE:
FINAL ALIGNMENTS ARE
SUBJECT TO CONCEPT DESIGN
AND COMMUNITY CONSULTATION.

Additional Crossing of the Clarence River at Grafton



Summerland Way

OPTION 2A



NOTE:
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Additional Crossing of the Clarence River at Grafton



Summerland Way

OPTION 2B

