



## **Community forum**

3 March 2011

Grafton Community Centre

Afternoon: 1pm to 3pm

Evening: 6pm to 8pm

- Welcome and housekeeping
- Introducing the project team
  - Bob Higgins – RTA Project Director
  - Chris Clark – RTA Project Manager
  - Anthony Schmidt – Arup Project Manager
  - Denise Wilson – Project Communications

- Introduction – Opening comments and project update (Bob)
- Presentation 1 – Feedback from the recent postal survey (Chris)
- Presentation 2 – Methodology to shortlist community suggestions (Chris)
- Presentation 3 – Telephone survey (Chris)


Some key points which can be clarified:

- No preferred option has been identified
- We want your input into the process and project
- Decision by RTA and the Minister on the preferred option to be taken to the next stage

Some key issues which need clarification by the project manager:

- Time frame for the preferred option
- Traffic studies
- Other issues

- Postal survey included in December 2010 community update distributed and available on website
- Recent staffed displays at Shoppingworld and Bi-Lo held to promote the survey:
  - Thursday 9 December 2010
  - Thursday 16 December 2010
  - Thursday 3 February 2011



**Community Update**  
DECEMBER 2010

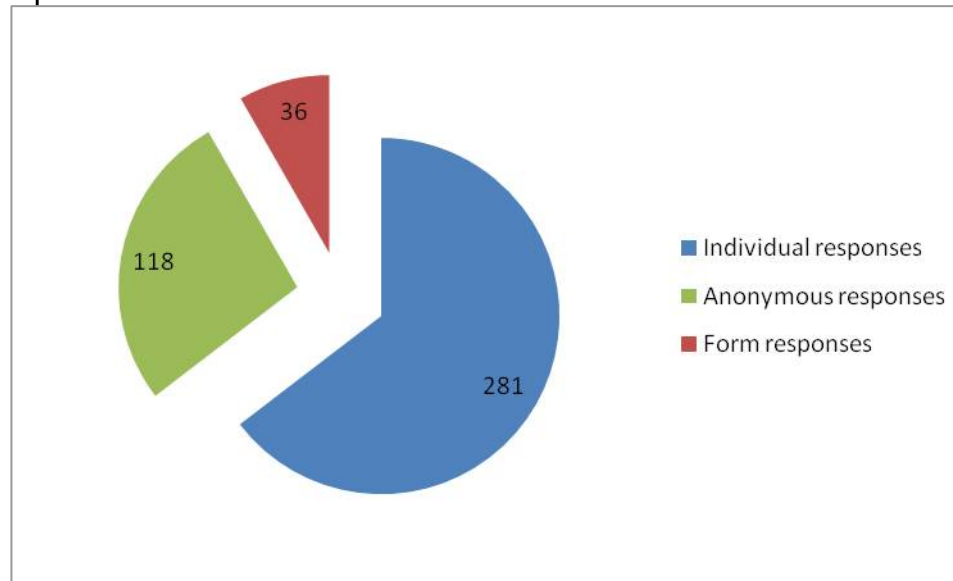
NSW GOVERNMENT | RTA

### Additional crossing of the Clarence River at Grafton

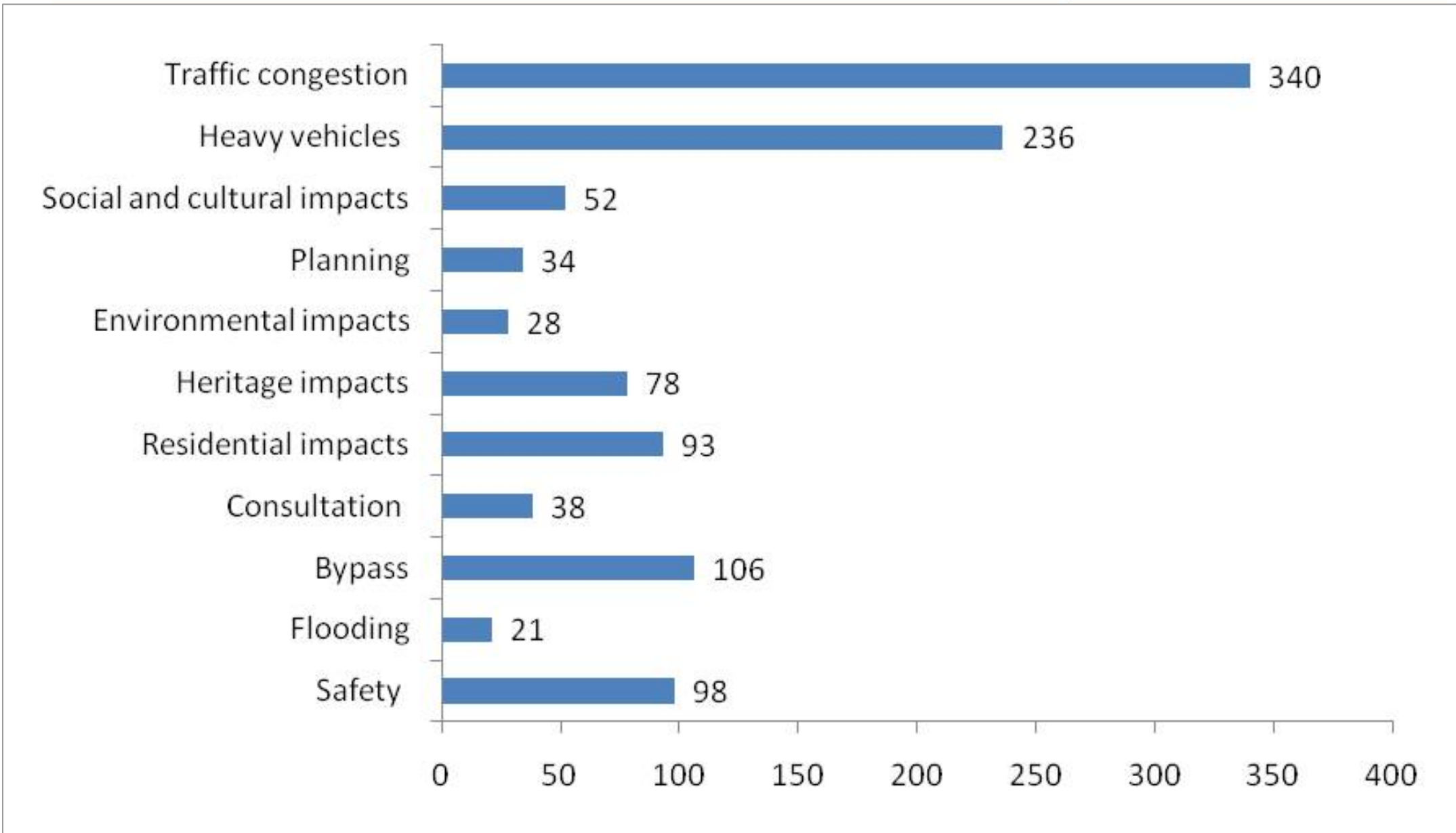
The RTA is revising the approach to this issue, to engage more effectively with the community and stakeholders in identifying a preferred route for a second crossing of the Clarence River at Grafton.

**Background**  
The existing crossing of the Clarence River at Grafton was opened to traffic in 1932. It is a combined rail and road structure. The current approaches to the bridge are generally four lanes that merge into a two-lane bridge. The crossing carries an average weekday volume of 27,000 vehicles (2009) and experiences long queues and delays during morning and afternoon peaks. The local community has been advocating for a second crossing for many years to improve traffic flow in the centre of Grafton and reduce congestion.

- 435 submissions have been received up to 28 February 2011. Thank you for your ideas and opinions.



- Feedback received from the questionnaire was extensive, received from across the Clarence Valley
- Support and opposition for options upstream of the bridge, in the vicinity of the bridge and downstream of the bridge



- The community focused on the key issues of traffic congestion and heavy vehicles.



# Q 1 – What do you think are the most important issues when planning a second crossing?

- Ensure that the project plans for the future – locate the second crossing in the best position to address current and future traffic needs
- Minimise impact on residential areas: noise, visual amenity and quality of life
- Consider sensitive issues: social, environmental and cultural
- Maintain the amenity and character of the town
- Avoid funneling unnecessary traffic into the CBD; in particular heavy vehicles

- Consider the location of key facilities including schools, hospitals, nursing homes, TAFE colleges etc
- Consider the safety of all road users
- Resolve existing traffic congestion
- Give the community certainty; build the bridge now

## Q 2 - What are the areas to avoid and why?

- Avoid flood prone area
- Minimise the impact on heritage and environmentally sensitive areas



- Protect the existing iconic bridge

## Q 2 ....continued

- Avoid adverse impact on existing residential areas – noise and truck movements
- Avoid diverting traffic near facilities such as schools, hospitals and nursing homes
- Avoid diverting traffic away from the existing infrastructure
- Avoid directing traffic into current low traffic areas

## Q 3 – Any other options to be considered

- Comments varied widely regarding the preferred location for the second river crossing, with all current options attracting some level of support and comment.
- In total an additional 28 suggestions were identified
- Suggestions between Seelands and Tyndale were received
- Suggestions were predominantly variations of the preliminary options (Option A to M) and suggestions connecting to the Summerland Way north of North Street



The additional community suggestions received following the postal feedback survey have not been assessed by the RTA.



## Q 4 ...other issues you would like to raise

- Provide a benefit to the local community, now and into the future
- RTA to comply with its consultation policy and engage with the community
- Crossing needs to cater for and service the future location of schools
- Consider demand management in addressing congestion problems
- Diverting heavy vehicle traffic will ease traffic issues, however it may not address the traffic congestion experienced during peak periods.

- Questions about survey feedback



# Project process

- Overall process is the same as December 2010
- Address 28 further suggestions provided by community
- Need method for reducing the number of suggestions to identify preferred route

DECEMBER 2010

Announce community surveys and revised approach to engage more effectively with the community in identifying a preferred route

FEBRUARY 2011

Further community forums on route options

WE  
ARE  
HERE

APRIL 2011

Display preliminary route option reports including constraints for community comment

MAY 2011

Evaluation workshops including the community to assist in identifying a short list of route options

Announce and invite comment on short list of route options

Consider public submissions

Value Management Workshop

RTA investigations

Identify and announce recommended preferred option for community comment

LATE 2011

Consider submissions from display of recommended preferred route option

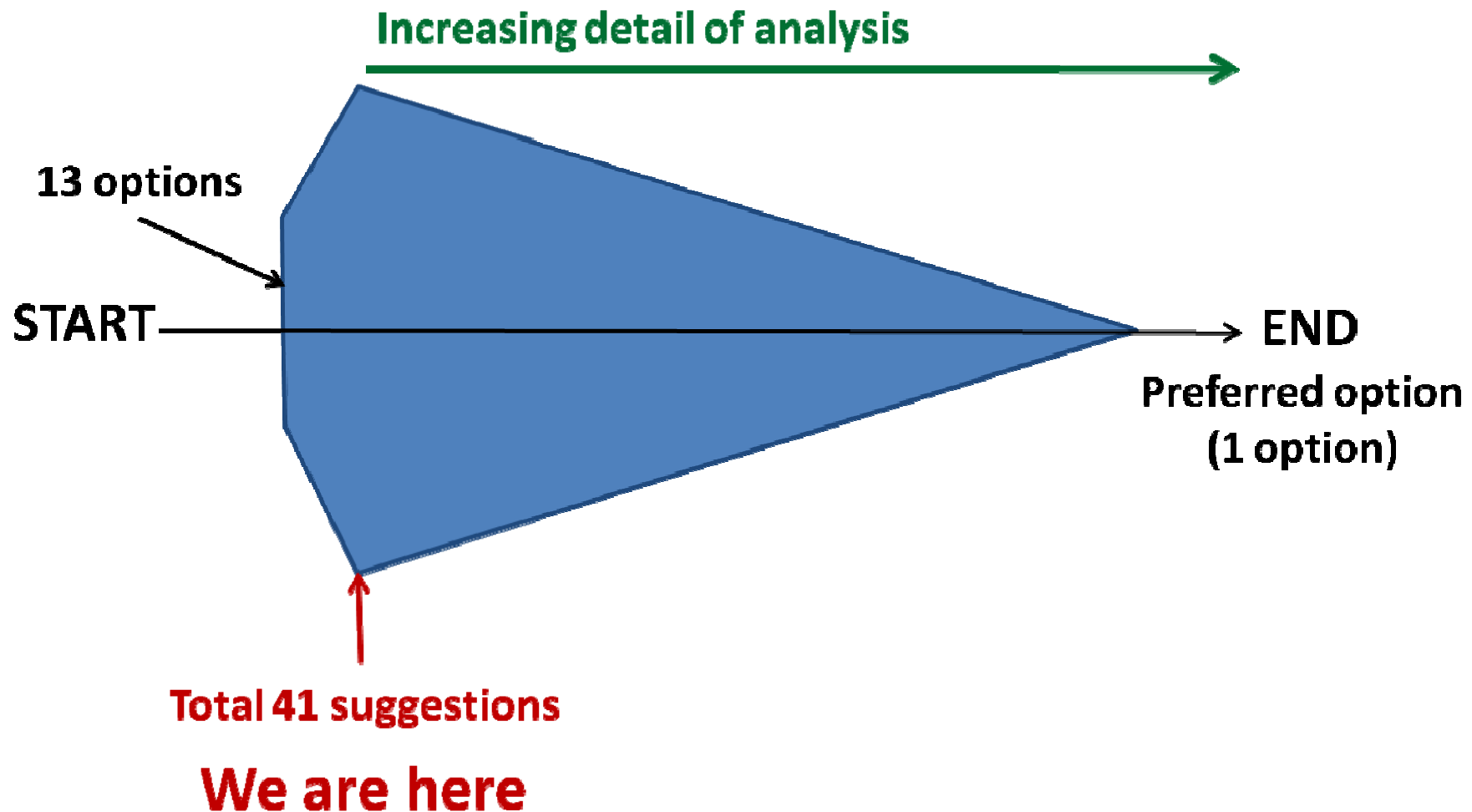
Identify and announce preferred route option

EARLY 2012

Consideration and decision by the RTA and the Minister for Roads on the preferred route option and preserve the route

# Short-listing process

Main purpose of the study is to go from 41 routes to 1



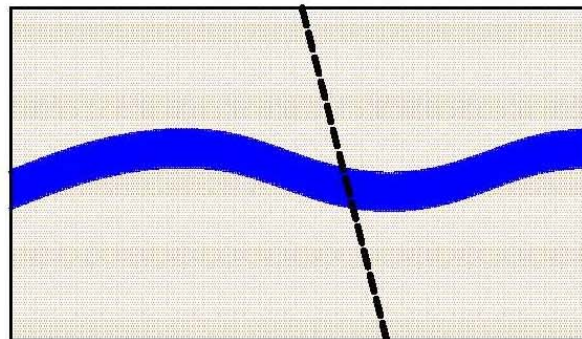
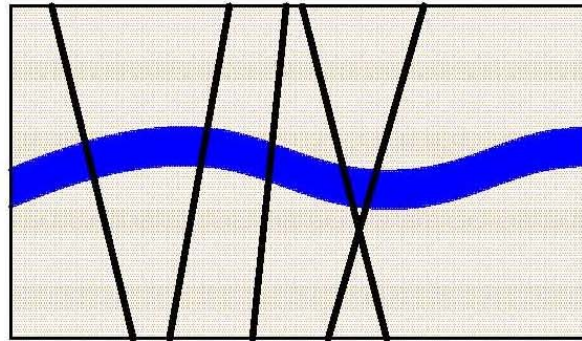
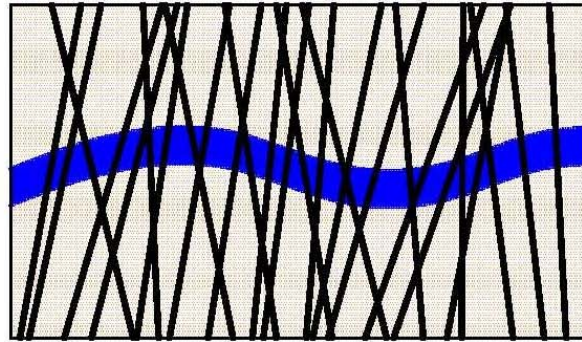
- **Purpose of short listing**
  - To identify and assess a manageable number of routes
  - As a step in establishing a preferred route
  - To allow further concentrated development of engineering and environmental background studies
  - Background information on engineering and environmental issues will be available to inform this current process
- **All short-listing processes will use the project objectives**

# Method 1

➤ Assess all 41 suggestions

➤ Identify short list of options

➤ Identify recommended preferred option



Recommended Preferred Option - Mid 2012

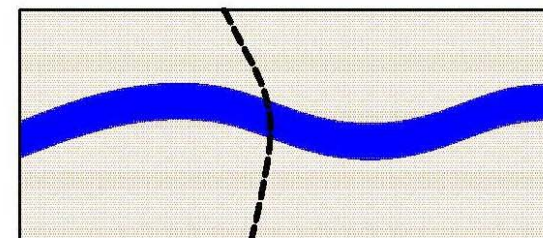
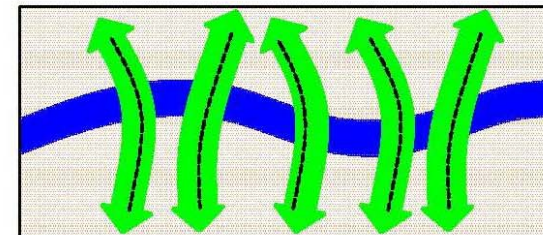
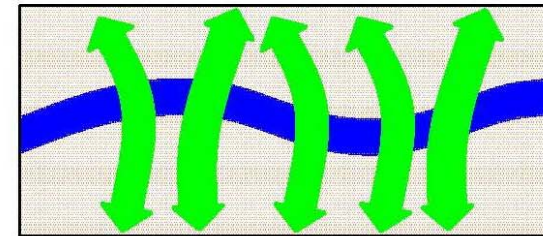
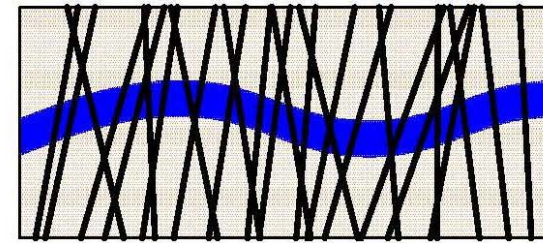
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2-WAY COMMUNITY INVOLVEMENT



## Method 2

- Check feasibility of all 41 suggestions
- Group suggestions into corridors, eg:
  - Upstream of existing bridge
  - Adjacent to existing bridge
  - Between the existing bridge and North Street
  - Pacific Highway to North Street
  - Pacific Highway to Summerland Way, north of North Street.
- Identify best option(s) within each corridor
- Identify recommended preferred option

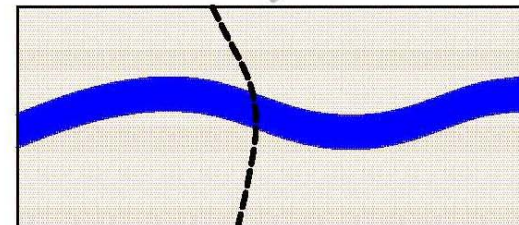
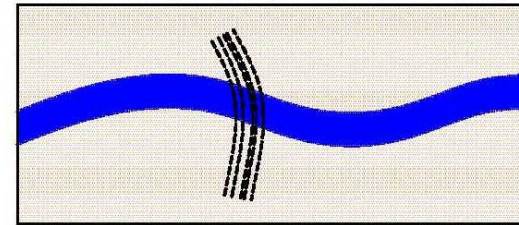
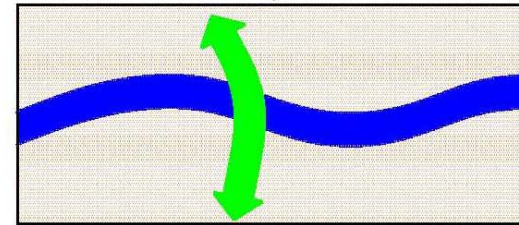
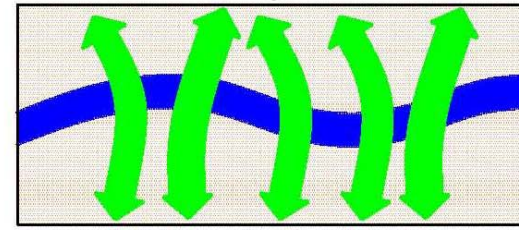
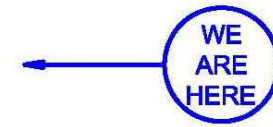
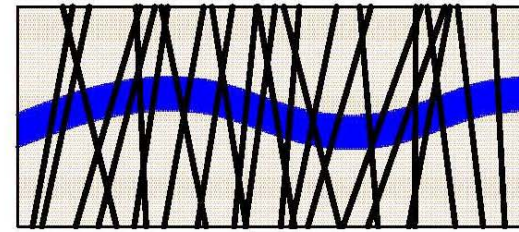


Recommended Preferred Option - Early 2012

2-WAY COMMUNITY INVOLVEMENT

## Method 3

- Check feasibility of all 4I suggestions
- Group suggestions into corridors, eg:
  - Upstream of existing bridge
  - Adjacent to existing bridge
  - Between the existing bridge and North Street
  - Pacific Highway to North Street
  - Pacific Highway to Summerland Way, north of North Street.
- Identify preferred corridor
- Identify options within preferred corridor
- Identify recommended preferred option



Recommended Preferred Option - Early to Mid 2012

2-WAY COMMUNITY INVOLVEMENT

- Comments and preferences regarding the three short-listing methods
- Community feedback on the short-listing process can be discussed with the project team after this meeting or via:
  - Email: [graftonbridge@rta.nsw.gov.au](mailto:graftonbridge@rta.nsw.gov.au)
  - Project information line: 1800 633 332
  - Write to: Chris Clark  
PO Box 546  
Grafton NSW 2460

- Coffs Harbour based market research company 'Jetty Research' has been commissioned to undertake the telephone survey. Jetty Research previously used by Clarence Valley Council.
- The telephone survey will be undertaken during the week of 14 -20 March 2011
- The survey will seek the views of 500 randomly selected participants from the local area
- Businesses will be surveyed separately



- Quotas will be established to gain a sample which represents the local community. The local area will be divided into areas:
  - Three separate areas within Grafton – one of which includes Junction Hill and Great Marlow
  - South Grafton including Clarenza
  - Other residents of the Clarence Valley who are regular users of the existing bridge

## Telephone survey continued...

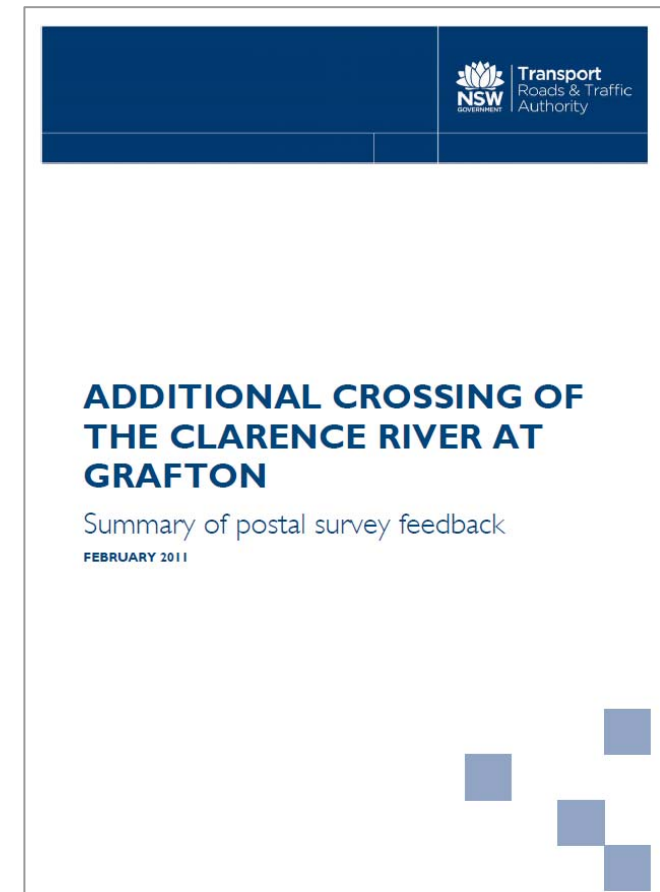


Transport  
Roads & Traffic  
Authority

- Participants to rank issues identified from previous consultation
- The survey will drill down to the core issues that need to be considered
- The survey will take around 12-15 minutes to complete
- The telephone survey report will be made available on the project web site in April 2011.

# Telephone survey continued...

- The issues and themes contained in the postal survey summary will be used by the market research company to develop the telephone survey.
- Input into the telephone survey has been invited through a letter to registered community members and on the project website
- The project team will be available to discuss your input at the completion of this forum if you have any other suggested issues and themes you believe should be considered



### **Next community forum – Wednesday, 16 March 2011**

Suggested key topics for next community forum:

- Traffic, including heavy vehicle movements
- Short listing methodology