

# Additional crossing of the Clarence River at Grafton



Transport  
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## Community Forums June 2011

Session 1:

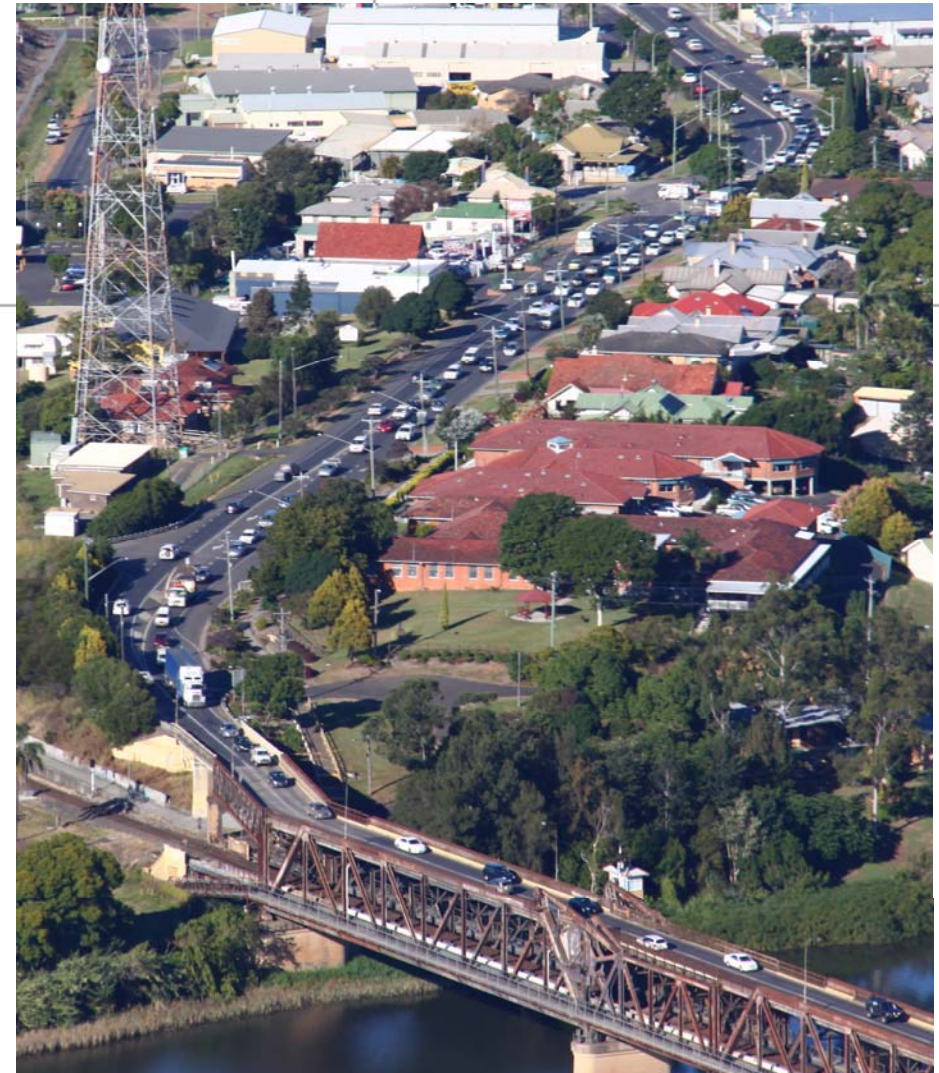
Grafton Community Centre

Wednesday 29 June 2011 6-8pm

Session 2:

South Grafton Ex-Services Club

Thursday 30 June 2011 1-3pm



- Welcome and introduction – Denise Wilson
- Opening comments and project update – Chris Clark
- Presentation 1 – Results of community surveys – Chris Clark
  - Postal survey
  - Telephone survey
  - Business survey
- Presentation 2 – Project purpose and objectives – Chris Clark
- Presentation 3 – Outcomes of feasibility assessment – Chris Clark
- Next steps – Chris Clark
- Forum close – Denise Wilson

What is the project status and what has the RTA been doing since March 2011?

- Feasibility assessment of 41 suggestions and announcement of 25 preliminary route options.
- Community surveys (postal, telephone and business surveys).
- Review project purpose and objectives.
- Background technical investigations and desktop studies.
- Additional traffic counts to refine the traffic model.

## Actions from March 2011 forums

- ✓ Release results of telephone survey.
  - ✓ Conduct a survey of local businesses.
  - ✓ Identify the project purpose and review the project objectives.
  - ✓ Feasibility assessment 41 route suggestions.
    - Investigate new distribution methods for Community Update
    - Investigate ways to engage with the younger community
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# Community Surveys

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- 70 respondents suggested a location for an additional crossing.
    - 28 new route suggestions identified.
    - Total of 41 route suggestions in 5 corridors identified.
  - Findings used as an input to the Telephone and Business Surveys, and as an input to the short-listing process:
    - Key issues raised
    - Areas to avoid.
    - The additional 28 suggested locations.
  - Postal survey report available on RTA website.
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- Conducted to gauge the views of local residents and regular bridge users regarding an additional crossing.
- Undertaken by Jetty Research:
  - An independent research company.
  - Used previously by Clarence Valley Council.
  - 14-21 March 2011.
- 514 randomly selected participants.
- Local residents and regular bridge users from five residential zones in Grafton, South Grafton and surrounding districts.



## Key issues raised:

- 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.
- 96% of respondents agreed there should be an additional crossing.
- 69% of respondents had a preference as to where an additional crossing should be located.



Corridor number	Corridor description	Preferred location for a new bridge (% of respondents)	Which bridge would I use? (% of respondents)
Corridor 1	Upstream of existing bridge	6%	New bridge: 27% New and existing equally: 12% Existing bridge: 57%
Corridor 2	Near existing bridge	17%	New bridge: 27% New and existing equally: 15% Existing bridge: 54%
Corridor 3	Downstream of existing bridge, Pacific Hwy to Hoof St or Dobie St	14%	New bridge: 31% New and existing equally: 19% Existing bridge: 46%
Corridor 4	Pacific Hwy to North St	24%	New bridge: 19% New and existing equally: 39% Existing bridge: 34%
Corridor 5	Pacific Hwy to Summerland Way north of North St	34%	New bridge: 17% New and existing equally: 24% Existing bridge: 55%

- Conducted to better understand the views of business owners and operators regarding an additional crossing.
  - Online survey with assistance of Grafton Chamber of Commerce and Industry, emailed to over 600 businesses on the Chamber's database.
  - Non-Chamber business owners also invited to register and participate, via radio and newspaper ads and website advertising.
  - Survey conducted between 14 April – 3 May 2011.
  - 104 completed surveys received.
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The five business issues considered most important for the location of an additional crossing:

- 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.
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- 99% of respondents believe there should be an additional crossing of the Clarence River at Grafton.
  - 19% of respondents believed that the congestion and delays on the Grafton Bridge seriously affected their business, with a further 52% saying it affected their business “but not too badly”.
  - 70% of respondents had a preferred route for a new crossing.
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Corridor number	Corridor description	Preferred location for a new bridge (% of respondents)	Which bridge would I use? (% of respondents)
Corridor 1	Upstream of existing bridge	8%	New bridge: 24% New and existing equally: 14% Existing bridge: 46%
Corridor 2	Near existing bridge	27%	New bridge: 24% New and existing equally: 28% Existing bridge: 32%
Corridor 3	Downstream of existing bridge, Pacific Hwy to Hoof St or Dobie St	16%	New bridge: 24% New and existing equally: 19% Existing bridge: 37%
Corridor 4	Pacific Hwy to North St	32%	New bridge: 28% New and existing equally: 19% Existing bridge: 42%
Corridor 5	Pacific Hwy to Summerland Way north of North St	17%	New bridge: 25% New and existing equally: 11% Existing bridge: 46%

# Project purpose and objectives

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- 6 submissions received from 5 individuals in March 2011 for RTA to review the project purpose and objectives. In summary, the requests were:
  - Identify the project purpose.
  - Reinstate the previous (2003) project purpose and objectives, including additional supporting objectives.
  - Reinstate reference to Summerland Way.
- Community feedback considered.
- Previous project objectives reviewed.



Project purpose (adopted):

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

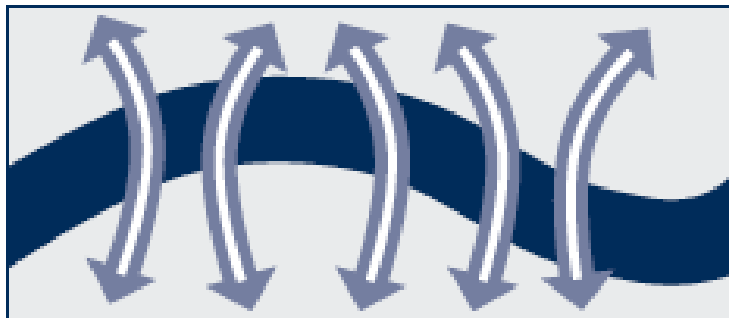
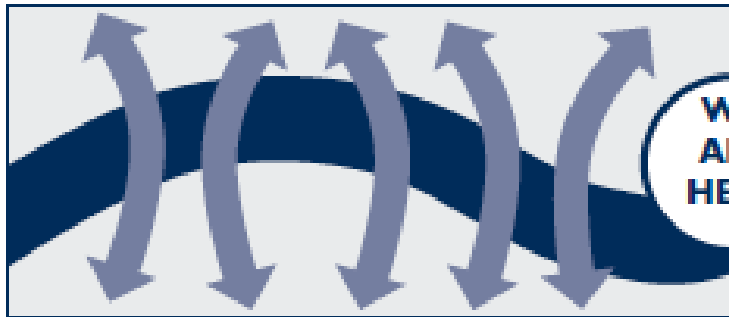
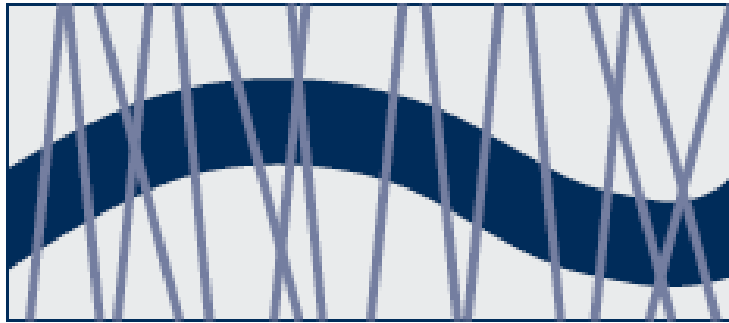
Key objectives (in December 2010 Community Update confirmed):

- Enhance road safety for all road users over the length of the project.
- Improve traffic efficiency between and within Grafton and South Grafton.
- Support regional and local economic development.
- Involve all stakeholders and consider their interests.
- Provide value for money.
- Minimise impact on the environment.

- The project purpose, key objectives and proposed supporting objectives are identified in the June 2011 community update.
- Feedback on the supporting objectives is requested by Mon 18 July 2011.
- The supporting 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.

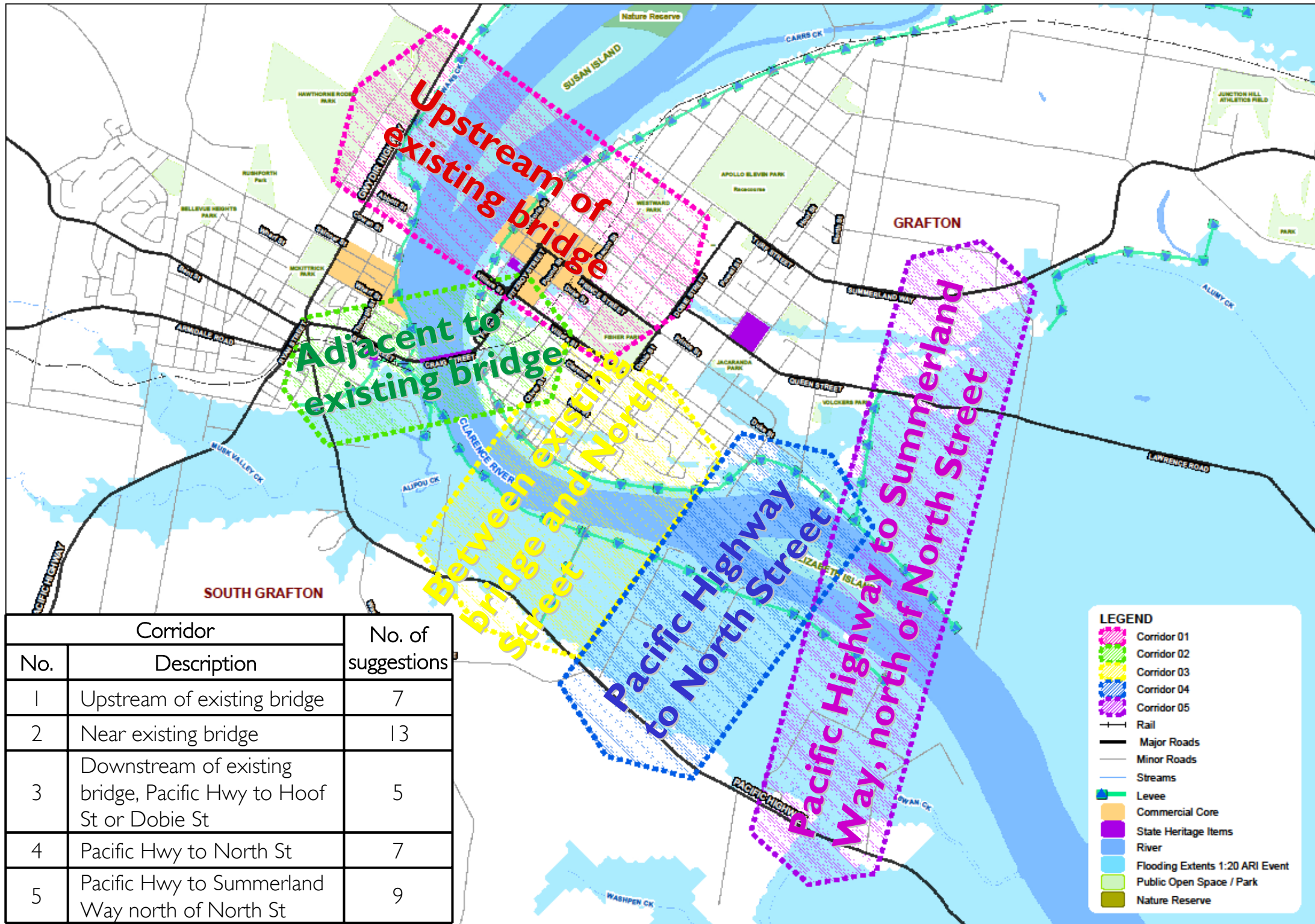
# Outcomes of the Feasibility Assessment

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## Short-listing process

- ✓ Identify all suggestions.
- ✓ Group the suggestions into strategic corridors. Assess the feasibility of these suggestions against key engineering and environmental considerations. Identify the suggestions that are not feasible, based on their obvious environmental and engineering impacts.
- Identify the best route option(s) within each of the strategic corridors based on technical investigations and community input.
- Identify a recommended option from the route option(s) within each corridor based on further technical investigations, community input and a Value Management Workshop for community review.
- Finalise the preferred option.



Corridor		No. of suggestions
No.	Description	
1	Upstream of existing bridge	7
2	Near existing bridge	13
3	Downstream of existing bridge, Pacific Hwy to Hoof St or Dobie St	5
4	Pacific Hwy to North St	7
5	Pacific Hwy to Summerland Way north of North St	9

**LEGEND**

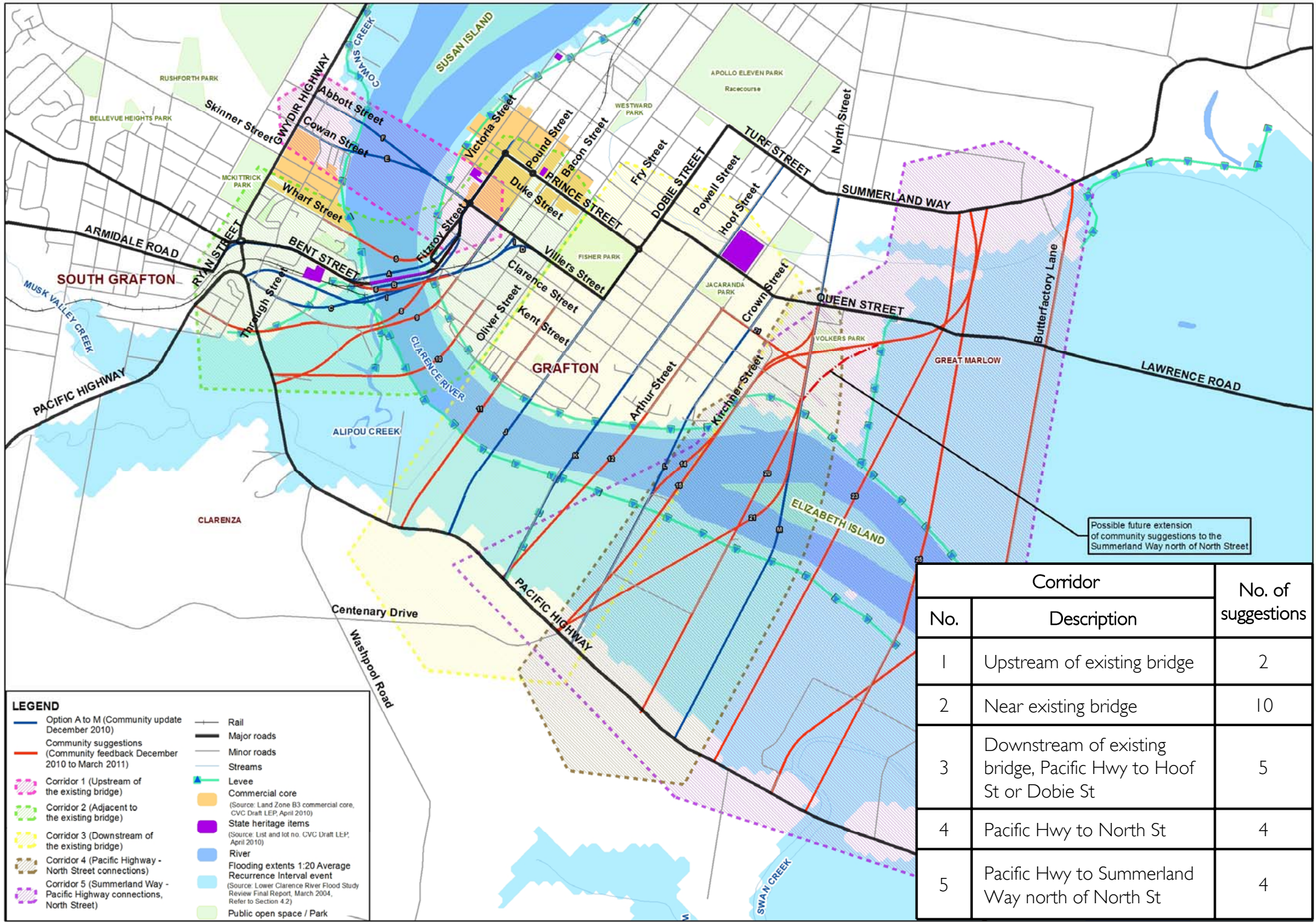
- Corridor 01
- Corridor 02
- Corridor 03
- Corridor 04
- Corridor 05
- Rail
- Major Roads
- Minor Roads
- Streams
- Levee
- Commercial Core
- State Heritage Items
- River
- Flooding Extents 1:20 ARI Event
- Public Open Space / Park
- Nature Reserve

- Total of 41 suggestions identified, grouped into 5 strategic corridors.
  - Workshop by project team to assess the feasibility of each suggestion, based on five key considerations:
    - Engineering and constructability issues
    - Land use and land use zoning impacts
    - Aboriginal heritage impacts
    - Impacts on native plants and animals
    - Flooding impacts.
  - Cost was not considered as part of the feasibility assessment
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## Outcomes:

- 16 suggestions were found to be not feasible based on the 5 key feasibility considerations.
  - 25 preliminary route options within five strategic corridors will go forward for further engineering and environmental investigations.
  - Further details are provided in the Feasibility Assessment Report, June 2011 available from
    - RTA website
    - RTA project team 1800 633 332
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Possible future extension of community suggestions to the Summerland Way north of North Street

**LEGEND**

- Option A to M (Community update December 2010)
- Community suggestions (Community feedback December 2010 to March 2011)
- Corridor 1 (Upstream of the existing bridge)
- Corridor 2 (Adjacent to the existing bridge)
- Corridor 3 (Downstream of the existing bridge)
- Corridor 4 (Pacific Highway - North Street connections)
- Corridor 5 (Summerland Way - Pacific Highway connections, North Street)
- Rail
- Major roads
- Minor roads
- Streams
- Levee
- Commercial core (Source: Land Zone B3 commercial core, CVC Draft LEP, April 2010)
- State heritage items (Source: List and lot no. CVC Draft LEP, April 2010)
- River
- Flooding extents 1:20 Average Recurrence Interval event (Source: Lower Clarence River Flood Study Review Final Report, March 2004, Refer to Section 4.2)
- Public open space / Park

Corridor		No. of suggestions
No.	Description	
1	Upstream of existing bridge	2
2	Near existing bridge	10
3	Downstream of existing bridge, Pacific Hwy to Hoof St or Dobie St	5
4	Pacific Hwy to North St	4
5	Pacific Hwy to Summerland Way north of North St	4

# Additional traffic counts

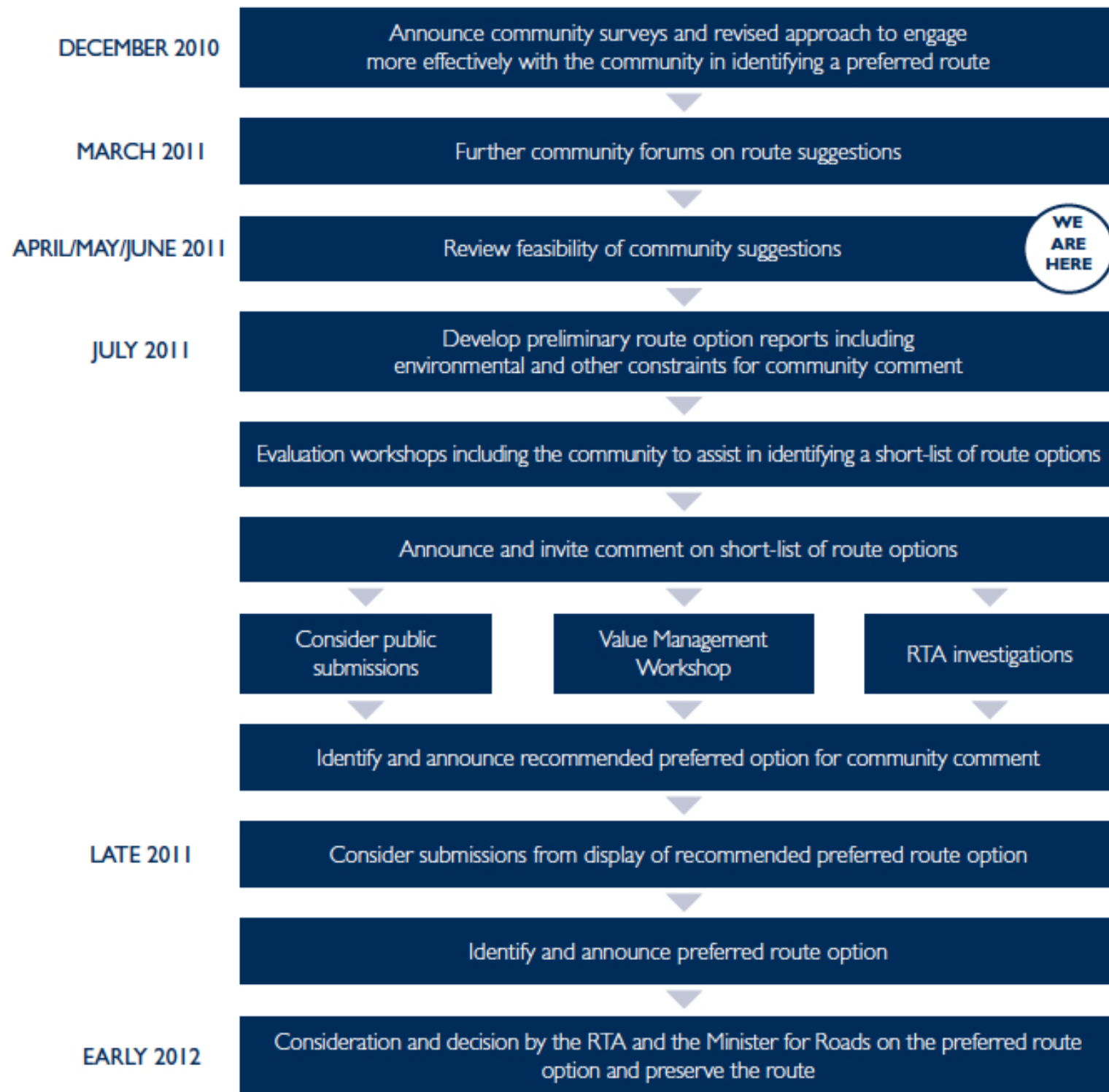
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- Additional data is needed to refine the traffic model for the 25 feasible options within the 5 corridors.
  - Traffic counts in 30 locations are to be undertaken between 18 June – 2 July 2011.
  - The refined traffic model will be used in the assessment of the 25 feasible options. This will be included in the next stage of reporting.
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# Next Steps

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Develop preliminary route option reports including environmental and other constraints for community comment:

- Release draft Preliminary Route Options Report – Part I (Background technical and desktop studies)
  - ❑ Community comment on draft Preliminary Route Options Report – Part I
    - Discussion and feedback sessions.
    - Community submissions.



- Release draft Preliminary Route Options Report – Part II  
(Assessment of 25 preliminary route options.)
- ☐ Community comment on draft Preliminary Route Options Report – Part II
  - Community submissions.
  - Evaluation workshops including the community to assist in identifying a short list of route options:
    - Community representatives (approx 10)
    - Clarence Valley Council
    - Other stakeholders, eg Chamber of Commerce.

Announce and invite comment on short list of route options:

- Preliminary Route Options Report (final)

## Next Steps



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➤ Questions

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