

## Community questions and answers

### Questions raised during the community information session

Thursday 14 March, 2013

Q. How will the heavy vehicle bypass be signed? This will be critical so that light vehicles are still encouraged to drive through the town.

A. Design of signposting and strategies for light vehicle traffic will be key considerations in any future detailed planning for a heavy vehicle bypass.

Q. If a western route is selected how will it address the heavy vehicle traffic from the Bruxner Highway and access to the saleyards on the eastern side of town?

A. The heavy vehicle bypass investigations will take into account all traffic flows in and around Tenterfield.

Q. Are the project team considering two bypasses? One for the western route and one for the eastern route?

A. While there is a single project under consideration all options will be considered, including route options on both the eastern and western sides of Tenterfield.

Q. Can a combination of the routes be identified?

A. A number of different route combinations have already been identified and these will be assessed in the next stage of investigations.

Q. When you were last in Tenterfield you commented that the eastern route may not be viable? Were you surprised by the vehicle count undertaken on the Bruxner Highway?

A. The viability of all route options on both sides of Tenterfield are being assessed. The preliminary traffic analysis indicated that traffic volumes on the Bruxner Highway are lower than those on the New England Highway.

Q. Have you considered the upgrade of the bridge at Tabulam along the Bruxner Highway? Will the Bruxner Highway become a B-Double route?

A. The upgrade of Tabulam Bridge is in the early stages of planning only at this stage. The potential future use of the Bruxner Highway as a B-double route would be considered very carefully by RMS taking into account the overall standard and condition of that route.

Q. The traffic data collected to date examines the current traffic conditions but has analysis of future traffic conditions been assessed?

A. Future traffic growth, including sensitivity testing around growth rate assumptions, will be factored in to the assessment of the shortlisted route options.

Q. Have the project team taken into consideration the future expansion north of the town? There are a number of amenities to the north of the town and the sewerage system for the town is still gravity fed which needs to be considered.

A. These issues will be closely investigated in partnership with Tenterfield Shire Council (TSC).

Q. Have you considered that some of the eastern routes are close to the catchment dam and this could pose a risk to town drinking water?

A. The project team is very aware of the proximity of some route options to the town water supply. The management of this will be factored into the assessment of the route options.

Q. Will intersections on the proposed bypass be designed as proper highway interchanges?

A. The configuration of the interchanges for the project will be considered during the development of the shortlisted route options.

Q. Does Council have the power to stop the bypass or its route selection?

A. TSC is supportive of a heavy vehicle bypass and is being consulted as the project progresses.

Q. When the routes are shortlisted down to four, how will you reimburse landowners?

A. RMS does not seek to purchase land until a project is approved and construction

funding is available. A property acquisition information guide is available on the RMS website at [www.rta.nsw.gov.au/roadprojects/resources/documents](http://www.rta.nsw.gov.au/roadprojects/resources/documents)

Q. When will a decision be made about the project going ahead? The uncertainty of the project is affecting property prices and the ability of landowners to sell or buy land.

A. There will be no decision on whether the project proceeds until the route options have been assessed and a preferred option is announced.

Q. How wide will the corridor for the bypass need to be?

A. Strategic concept designs will be prepared for each of the shortlisted route options, which would include an indicative corridor width. This width will vary depending on the terrain and other factors.

Q. Will RMS refund Council for the \$50,000 spent on the PEECE report?

A. While these investigations have used the PEECE Report as background, and are expanding on this work, RMS does not plan to reimburse TSC for the investigating bypass options.

Q. If the bypass becomes the New England Highway, will RMS upgrade Rouse Street?

A. RMS would discuss the current and future requirements of this existing highway with TSC as part of a negotiated handover process following the identification of a preferred route.

### Other comments

A rifle range is located at the intersection of routes 12 and 13. It has been there for over 100 years and is used by two rifle clubs.

The Rifle Range will be included in constraints mapping.

Consider potential growth areas to the east and north of the town that could potentially be impacted by the eastern routes.

These growth areas will be considered in the assessment process.

Increase in heavy vehicles due to closure of the Pacific Highway during floods, seasonal traffic with cattle sales and grain harvest. There are lots of trucks travelling from the south onto the Bruxner Highway to the meatworks in Casino. A lot of trucks also currently use Bellevue and Old Ballandean Roads.

Periods of increased heavy vehicle traffic from cattle sales and seasonal grain movements are to be investigated.

Money has recently been allocated by Council to beautify Rouse Street. Would like to see better coordination between RMS and Council as a bypass may change what can be done on Rouse Street.

RMS will discuss this issue with TSC.

There is a dangerous intersection from Bruxner Highway (west) onto the New England Highway.

This will be taken into account and improved by any route options in this area.

Using the rail corridor is the obvious western route to follow and will be the quickest. An additional option to turn into town along this bypass route alignment should be included.

Suggestion noted.

The dam wall of the town's water supply is a failed structure. It is possible that the route alignment could be fixed at the same time as the bypass by using the road as a structure support for the dam wall. Council also owns land along the eastern route which could be used.

Suggestion noted.

Shops in the main street are closed and there is difficulty for residents to buy and sell land due to the uncertainty of the bypass and its potential location. Tenterfield's economy will be significantly impacted by a bypass.

Noted. This investigation is progressing, and aims to remove uncertainty as soon as possible.

An Aboriginal family was living in Curry's Gap until the 1970s and Aboriginal remains are located across the road from the cemetery on Western Street.

To be investigated.

Need to assess traffic to and from Mt Lindesay Road.

Noted.

Consideration needs to be given to the bypass being closely located to the cemetery (amenity concerns) and assess how people would access the cemetery across the bypass if required.

Noted.