

Meeting Notes



Transport
Roads & Traffic
Authority

MARCH 2011

Additional crossing of the Clarence River at Grafton

COMMUNITY FORUM

16 March 2011

6pm to 8pm

On Wednesday 16 March 2011 two community forums were held, one in the afternoon and one in the evening at the Grafton Community Centre, with presentations by the Project Manager and transportation consultant followed by questions and answers.

More than 80 people attended the forums.

The forums discussed three key areas:

- Traffic, including the current heavy vehicle movements.
- Project objectives.
- Methodology to short list community suggestions

Presentation notes are available on the project website.

Questions, comments and responses made at the forum have been captured broadly below.

With the approval of the attendees, the sessions were videoed. For the full presentation, community discussion and question and answer details please view the recordings available on the project website.

QUESTION/COMMENT	RESPONSE
Survey	
What is the time lag between recording stations? Noted that some companies may have trucks that come into Grafton to stop at the depot at the start of the day and then keep on going out.	The time lag details are in the report. It's based on a reasonable time for someone to make the journey and be matched between stations. These would be considered as two trips in the heavy vehicle study.
How was the day chosen and is it representative?	Any survey is typically done on a Tuesday, Wednesday or Thursday. It was a random day

QUESTION/COMMENT	RESPONSE
	<p>outside of school holidays. There were no events on day that could change travel patterns and traffic.</p> <p>29,000 vehicles crossed the bridge that day, 27,500 is the average for a weekday. The Thursday count is within 5-6% of the weekday average.</p>
<p>The survey was undertaken between 5am-7pm. What about heavy vehicles outside this time?</p>	<p>These vehicles are captured with tube counts, which capture all vehicles and vehicle types.</p>
<p>Curfews on the bridge skew the counts.</p>	<p>These vehicles were captured with 24 hour tube counts.</p>
<p>Logging trucks – survey done over 1 day. Sometimes log trucks don't run every week due to harvesting.</p>	<p>Using the information we had available we were confident it represented a typical day.</p>
<p>Thursday and Friday are busiest days.</p> <p>Confirming that if a truck comes into Grafton and unloads material then leaves after the timeframe reported for external to external then he is external to internal.</p>	<p>Noted.</p> <p>Correct. If the truck needed to come into Grafton and stop in Grafton then it is classified as External to Internal, as the destination for the truck is still internal to Grafton.</p>
<p>Obtained counts for 5 August under the FOI process. Why wasn't this included?</p> <p>This was a 24 hour tube count on Villiers Street?</p> <p>This study shows a different figure.</p>	<p>This is an independent study undertaken by GTA Consultants. The study included the Origin-Destination survey, tube count survey, and transport questionnaire. Earlier surveys were used to inform this survey however results aren't included in this report to ensure the integrity of this study.</p> <p>This data won't be missed as the new study supplements previous data.</p>
<p>Are trips to Clarenza Internal to Internal?</p>	<p>Yes.</p>
<p>Looking at statistics, majority of Internal to External vehicles use the Pacific Highway. Indicates bypass on northern side makes sense.</p> <p>If 1400 trucks travel across the bridge per day, and are slowed by 10 seconds per truck, this gives 3-4 hours slow down time total per day.</p> <p>Looking at geographic areas of industry at north Grafton indicates bypass more effective.</p>	<p>Data shows 163 External to External and 165 Internal from South Grafton through Grafton and external via the Summerland Way or Lawrence Road.</p> <p>This compares to about 400 vehicles external to South Grafton going into or out of Grafton and 650 Internal to Internal between Grafton and South Grafton.</p> <p>Therefore about 1050 of 1400 heavy vehicles crossing the bridge go into or out of Grafton and don't use the Summerland Way or Lawrence Road.</p>

QUESTION/COMMENT	RESPONSE
If 400 vehicles per day are External to Internal, where do all those vehicles go?	They would include trucks coming into Grafton to unload or reload and then go back to where they came from.
If for example they come from Coffs, deliver something in Grafton and then return to Coffs, are they counted on the way in and on the way back out?	Yes, this would be considered to be two trips. External to Internal and then Internal to External.
Internal to Internal and Internal to External may not represent CBD to CBD. Doesn't allow for outer edges of trip i.e. Clarenza	Internal area is highlighted by the red shaded area on the map –may not necessarily represent CBD.
Tube Counts	
What is the expected future of the bridge; say 10 years into the future?	Heavy vehicle study collects background data. The next stage of the project will predict future numbers, including how much traffic each option will attract.
Is there a rule of thumb, for example a heavy vehicle is worth x amount of cars?	When completing an economic analysis certain heavy vehicles have a value per hour. From this we can measure travel time savings etc.
Villiers Street tube collected data between Thursday-Saturday and for the rest of the time was not working. Summerland Way tube only working for 1 day. The Grafton Concerned Citizen Group has determined by 2039 there will be 1600 vehicles per day travel along Villiers Street. Bridge should be out of town.	Noted.
In forward calculations are you looking at Casino freight etc as part of your estimates?	One of the matters to be taken into consideration for the project is anticipating travel forecasts. The RTA needs to understand these further through talks with developers etc.
Questionnaire Survey - *No questions/comments raised*	
Objectives and Methodology	
Business survey – is this only open to businesses on the Chamber of Commerce mailing list or can other businesses also participate?	Members of Chamber of Commerce and Industry database will be contacted. If you are not a member and would like to participate please see a member of the project team.

Project purpose and objectives – do you want us to review 8 years of reports?	We have summarised these for you. There is a copy available here, please see a member of the project team. We will be pleased to receive any feedback.
Surveys – key question is a bypass or not, why	The phone survey provides an opportunity for

<p>is this not directly asked?</p>	<p>a response to this question. It's not a just a matter of preferences as there is also a lot of information that needs to feed into this issue. Other studies need to be included.</p>
<p>Project purpose and objectives – Why have they changed?</p> <p>Summerland Way connection has been taken out of current process.</p> <p>Socially accepted has been taken out of objectives.</p> <p>Project objectives are important.</p>	<p>There have been a number of changes all the way through the investigations. In particular after the earlier studies a review was undertaken to make the objectives easier to read and bring them up to date.</p> <p>We are inviting comment on the objectives before we lock these down.</p>
<p>How many phone surveys will be conducted?</p>	<p>The phone survey will survey 500 people. This is a robust representation of the community.</p>
<p>Can we have an online survey from bridge users on their preference?</p>	<p>3 surveys are being undertaken.</p> <p>A written postal survey distributed as part of the December 2010 community update enables the wider community to have input.</p> <p>To supplement this, a phone is being undertaken which is a random survey to gage the broader views of the community.</p> <p>A business survey will also be undertaken to ensure this key area is also included.</p>
<p>Should be three main objectives:</p> <ul style="list-style-type: none"> - Diverting heavy vehicles - Allowing access for heavy vehicles into CBD. - Flooding. <p>2/5 corridors only viable –Can we streamline the corridors.</p> <p>Lots of information. Would be good to move on with the process now with cost analysis by the engineers on two preferences.</p>	<p>Noted.</p>
<p>When will the submissions report be released? Why can't we have the new data?</p>	<p>The report is being compiled and will available around the end of March.</p>
<p>Are the traffic numbers enough to justify a new bridge, or are you addressing problems of the existing bridge?</p> <p>Are we at the point where we are deciding now where we will put it?</p> <p>What is the impact on new developments?</p>	<p>The project teams brief is to identify a preferred location for an additional crossing of the Clarence River. Part of this process is to preserve the route once it has been identified.</p> <p>Acquisitions under the RTA's hardship policy will be included.</p> <p>There is a need to assess all aspects of the options, including ecological, social, amenity,</p>

	heritage, traffic and value for money aspects, before making a decision.
Heritage of existing bridge, waterway etc – what value is placed on these and how do they fit into method 2?	All factors need to be considered. Need to have a bridge that addresses its transport needs. Not just a matter of capital cost. More expensive options have been built before. It is value for money that must be considered. It's about understanding all the issues as we move forward.
A lot of us are looking for feedback on the numbers on different options – Given the new information presented we may have more feedback to contribute or may like to modify our feedback given to date. When will you receive submissions until? When is the cut-off date of information being useful?	It is a continuous process. We accept feedback throughout the project, however we will seek specific feedback at particular milestones so that we can gather comments, make informed decisions and move forward.
1400 heavy vehicles across bridge – key objective should be to remove heavy vehicles off the bridge and out of CBD and residential area.	Noted.
Has the RTA purposely excluded Council from decisions as they don't make decisions for the people?	The RTA has not excluded anyone.
The RTA should take on board suggestions and move on with decisions.	Noted.
Are projects like this a political decision or is it a RTA decision?	Once we identify a recommended preferred route, this goes to the Minister. Both the RTA and the Minister are involved in the decision. The Minister will make an announcement. The process is as outlined in the process flowchart in this presentation.
Dobie Street options will run past residents and increase noise etc. Growth areas – where are they? A North Street bridge may service these areas? Minimal impact may promote industrial development. Encouraging growth in the areas.	The growth areas identified have included some infill areas at South Grafton, Clarenza and Junction Hill. We need to identify relevant impacts and benefits of options, and we require data to do this.
When did the RTA last meet with Council? Cost may be a factor but we also need to be mindful that there are other projects that have cost a lot more than what the bcr would	There is a meeting register available on the website which is updated regularly. Noted.

<p>come in at, such as Ballina and Kempsey.</p> <p>We've been asking, that the 2003/04 project objectives and purpose be reinstated.</p> <p>Can we have discussions about the community liaison plan and why that has been changed,</p> <p>Found phone survey ambiguous.</p> <p>Show of hands for a crossing out of town, down river.</p>	
<p>Can Clarence Street be closed in the afternoon?</p>	<p>There is a point of view that the closure of Clarence Street will improve traffic flow. There is also a view that the closure of Clarence Street will actually add to the congestion on Villiers and Prince streets. The advice received from the traffic expert is that it won't make a great deal of difference.</p>
<p>Haulage company – observations include – there is little congestion in school holidays which indicates where the traffic is coming from.</p> <p>From a transport perspective, we don't have a preference. Drivers are likely to take the most direct, easiest route.</p> <p>If shops are to be packed with goods, trucks will need to travel into town to service these.</p>	<p>Noted.</p>
<p>When the Pacific Highway is upgraded, many trucks are unlikely to come over to Grafton to cross the bridge and head towards Summerland Way when they have an upgraded dual highway (Pacific Highway) to travel on.</p>	<p>Noted.</p>