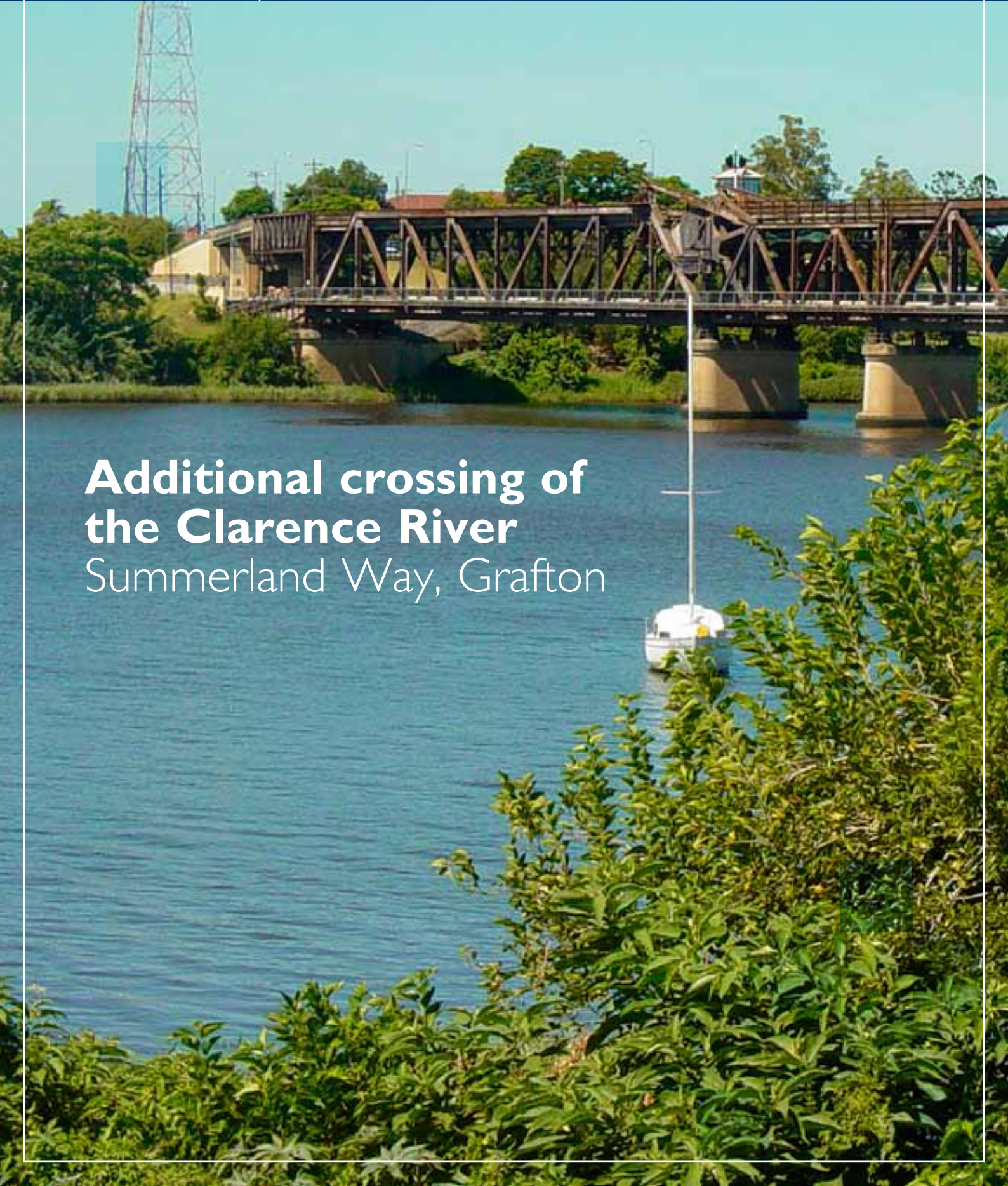


# Community Update



FEBRUARY 2010

A photograph of a large steel truss bridge spanning the Clarence River in Grafton. The bridge has multiple concrete piers and is surrounded by lush green trees and vegetation. A white boat is visible on the river in the foreground. In the background, a tall metal tower is visible against a clear blue sky.

## Additional crossing of the Clarence River Summerland Way, Grafton

The Roads and Traffic Authority (RTA) announced in December 2009 that a traffic study looking at the impact of building a second bridge at Grafton was complete. Community consultation is set to continue with input to be sought throughout 2010.

Preliminary options to provide an additional crossing of the Clarence River are enclosed.

The traffic study report published in December 2009 identified that further investigations and community consultation are needed to look at how a new bridge would connect to existing roads. The traffic study confirms a new bridge location, close to the existing bridge, would cater for the desired traffic needs in the local area.

## Background

In 2002, the RTA started investigating an additional crossing of the Clarence River. During 2003-2004 the RTA, in consultation with the community, investigated seven broad bridge locations in the Grafton area. These were located up to four kilometres on either side of the existing bridge.

An options evaluation workshop was held with representatives from the community, RTA and technical specialists. This group identified that the most suitable location for a new bridge was immediately downstream of the existing bridge. No formal decision on the bridge location was made at the time.

The existing 1932 Grafton Bridge is owned by the State Rail Authority and is heritage listed.

In July 2008 the Minister for Roads asked the RTA to review all studies including traffic data and cost estimates for the construction of a new bridge. Subsequently a traffic study report was published in December 2009. See the RTA's website or phone 1800 633 332 (toll free) for this report.

Although construction funding has not been allocated, it is important to plan now for a future crossing. This provides certainty for the future development of Grafton.

## Project objectives

The bridge location and road corridor is to provide a safe and reliable crossing of the Clarence River at Grafton. The preferred bridge location and road connections will be selected by assessing which option best meets the following objectives:

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

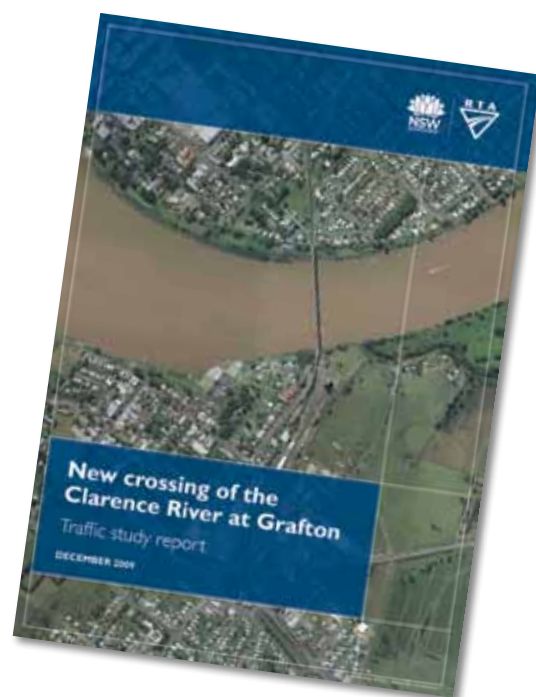
## Traffic study report (December 2009)

This report compared previous traffic modelling carried out in 2003 with current traffic levels. It looked at changes to the local traffic since the Grafton Shopping World development and new industrial and residential developments in the South Grafton/Clarenza areas.

Without a second bridge peak traffic periods will increase and potentially reach gridlock within 10 years. The study confirms:

- A new bridge location, close to the existing bridge would best cater for local traffic.
- If a new bridge is built with connections to the same roads as the existing bridge, Bent Street, Craig Street and Fitzroy Street, then nearby intersections could become gridlocked within 20 to 30 years.

A new bridge that connects to different points to the existing bridge should be investigated.



There have been some significant local changes since the 2003 traffic investigations.

2003 TRAFFIC INVESTIGATIONS	2009 TRAFFIC INVESTIGATIONS
2001 Australian Bureau of Statistics data used.	2006 Australian Bureau of Statistics data used.
Data collected in 2003.	Data collected in 2009.
1% future traffic growth (compound) is assumed.	1.9% future traffic growth (compound) is assumed.
Concluded that the Bent Street / Through Street intersection would need improvements by 2033.	Concluded that the network could reach grid lock by 2039.
The Grafton Shopping World redevelopment was not approved.	The Grafton Shopping World redevelopment is now complete.
Commercial development at Pacific Highway / Iolanthe Street intersection, South Grafton was not approved.	Commercial development at Pacific Highway / Iolanthe Street, South Grafton is now complete.
Commercial development at Prince Street / Oliver Street, Grafton was not approved.	Commercial development at Prince Street / Oliver Street, Grafton is now complete.
A 4 metre vertical clearance is available at the Villiers Street viaduct. An alternate route (5 metres) is available via Fitzroy Street / Duke Street, Grafton.	A 4.6 metre vertical clearance is now available at Villiers Street viaduct. The alternate route is now affected by the Shopping World development.
Duke Street connected to Fitzroy Street and Pound Street and provided access to previously existing Shopping World.	Roundabout provided at Fitzroy Street / Duke Street and Pound Street / Duke Street for access to Shopping World.

The December 2009 traffic study report findings included:

- Doing nothing will lead to progressively degraded and unacceptable traffic congestion during peak periods.
- When the additional capacity is actually required and the period over which a duplicated river crossing provides a good solution depends on the rate at which traffic grows in coming years.
- Irrespective of the actual growth in traffic that was assumed, future traffic growth will at some point adversely affect the amenity of the Grafton township, if all traffic continues to pass through the central business district in the future.
- Options to divert much or all of this future traffic growth should be considered to protect the vitality of Grafton's commercial and retail areas.
- This will require careful consideration of local road connections to the north and south of the river.

**For a copy of this report visit the RTA website or phone 1800 633 332 (toll free).**

## Preliminary options – February 2010

The RTA has identified preliminary road corridor options based on previous community suggestions and studies. These options aim to:

- Minimise impact on existing infrastructure
- Improve traffic amenity.

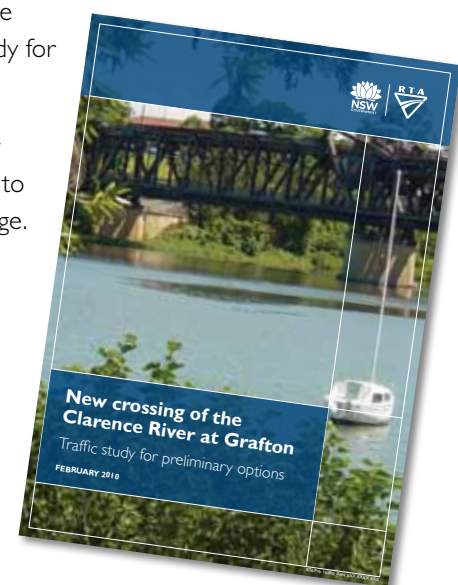
Be able to be constructed efficiently.

**See the map next page to view the preliminary options.**

Each option was tested for what impact it would have on traffic in and around Grafton and South Grafton.

This report is now on the website called Traffic study for preliminary options

Community input is now being sought on options to connect with a new bridge.



# Additional Clarence River crossing – preliminary options



**SOUTH GRAFTON**

BI LO SHOPPING

BUNNINGS

Gwydir Highway

Pacific Highway

Pacific Highway

Bent Street

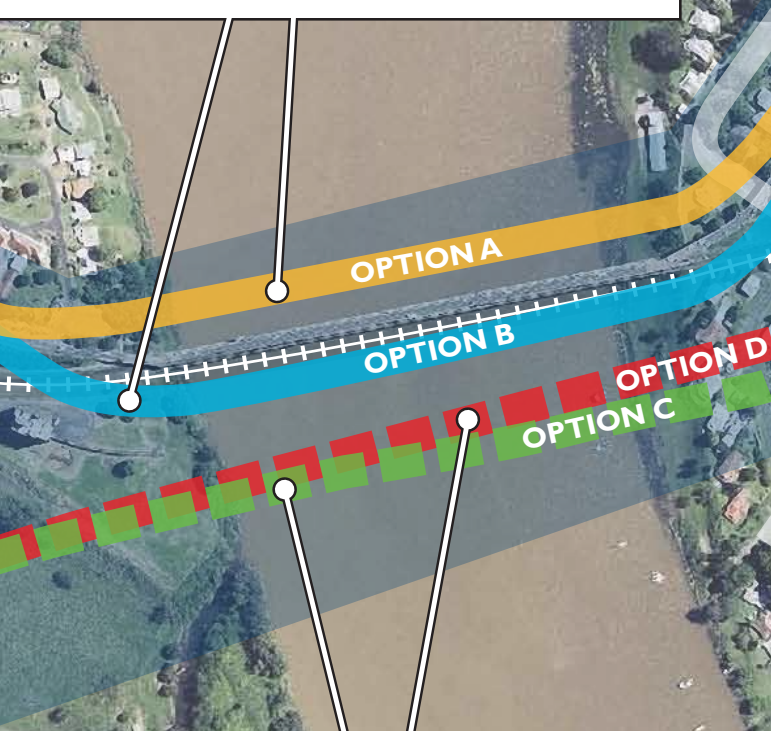
Bent Street

Armidale Road



CLARENCE RIVER

The previous options from 2003, A and B, would increase bridge capacity but would not work well in the longer term given they use the existing local road connections to the bridge.



New options C and D would create alternative routes between South Grafton and Grafton. This provides alternatives for traffic.

SHOPPING WORLD

GRAFTON

KEY		Scale – Not to scale	
	Option A (3-4 lanes)		Option B (3-4 lanes)
	Option C (2 lanes)		Option D (2 lanes)
	Railway line		Study area
	Intersection treatments to be investigated		

# Summary of the preliminary options being investigated to provide an additional crossing of the Clarence River.

The considerations below need to be discussed with the community. Some are identified below to start community discussions.

<p><b>YELLOW OPTION A</b> Upstream of existing bridge</p> <p>Immediately upstream of the existing bridge. Would connect to Bent Street in South Grafton and Fitzroy Street in Grafton.</p> <p><b>Key considerations</b></p> <ul style="list-style-type: none"> <li>• Visual impact of a new bridge adjacent to the existing crossing.</li> <li>• The existing bridge could not be easily widened therefore a new 3 or 4 lane bridge would be required.</li> <li>• Potential impacts on the nursing home and TAFE.</li> <li>• Delays to traffic likely during construction.</li> <li>• Bent Street would need to be widened.</li> <li>• Only one corridor from Grafton to South Grafton.</li> <li>• Further work would be needed to reduce future traffic congestion at the intersections on both sides of the river.</li> <li>• Lower structure than option B.</li> <li>• A direct impact on properties (some would need to be purchased).</li> <li>• Traffic noise would impact on residents.</li> </ul>	<p><b>BLUE OPTION B</b> Immediately downstream of existing bridge</p> <p>Immediately downstream of the existing bridge. Would connect to Bent Street in South Grafton and Fitzroy Street in Grafton.</p> <p><b>Key considerations</b></p> <ul style="list-style-type: none"> <li>• Visual impact of a new high bridge adjacent to the existing.</li> <li>• The existing bridge could not be easily widened therefore a new 3 or 4 lane bridge would be required.</li> <li>• Potential impact on TAFE site.</li> <li>• Crosses over the railway line at two points.</li> <li>• Bent Street would need to be widened.</li> <li>• Delays to traffic likely during construction.</li> <li>• Only one corridor from Grafton to South Grafton.</li> <li>• Further work would be needed to reduce future traffic congestion at the intersections on both sides of the river.</li> <li>• The new bridge would be approximately the same level or slightly higher than the existing road bridge.</li> <li>• A direct impact on properties (some would need to be purchased).</li> <li>• Traffic noise would impact on residents.</li> </ul>
<p><b>GREEN OPTION C</b> Downstream of the existing bridge</p> <p>Up to approximately 100 metres downstream of existing bridge. Would provide a direct connection to the Pacific Highway on the southern approach and the northern approach would tie into Villiers Street in the area of Pound Street.</p> <p><b>Key considerations</b></p> <ul style="list-style-type: none"> <li>• Additional link between Grafton and South Grafton.</li> <li>• Existing bridge can stay with two way traffic.</li> <li>• The bridge would be slightly higher than the existing rail bridge but lower than the existing road.</li> <li>• There is a visual impact of two separated bridges.</li> <li>• Traffic noise would impact on residents.</li> <li>• A direct impact on properties (some would need to be purchased).</li> <li>• Crosses under the rail line on the north side.</li> <li>• Potential flooding issues in the Pound Street viaduct area.</li> <li>• Construction staging is possible.</li> <li>• Provides for a long term traffic solution for Grafton and South Grafton when compared to the Blue option B and Yellow option A.</li> </ul>	<p><b>RED OPTION D</b> Downstream of existing bridge</p> <p>Up to approximately 100 metres downstream of existing bridge. Would provide a direct connection to the Pacific Highway on the southern approach and the northern approach adjacent to the east of the railway would tie into Villiers Street in the area of Bacon Street.</p> <p>Option D currently provides the best outcome on the basis of traffic modelling. It creates the best conditions for local roads in terms of trips, the number of stops needed and the average vehicle speeds.</p> <p><b>Key considerations</b></p> <ul style="list-style-type: none"> <li>• Additional links between Grafton and South Grafton.</li> <li>• Existing bridge could stay with two way traffic.</li> <li>• The bridge would be slightly higher than the existing bridge but lower than the existing road.</li> <li>• There is a visual impact of two separated bridges.</li> <li>• Traffic noise would impact on residents.</li> <li>• There is a direct impact on properties (some would need to be purchased).</li> <li>• Close location to the rail corridor.</li> <li>• Construction staging is possible.</li> <li>• Provides for a long term traffic solution for Grafton and South Grafton when compared to the Blue option B and Yellow option A.</li> </ul>

## Where to from here?

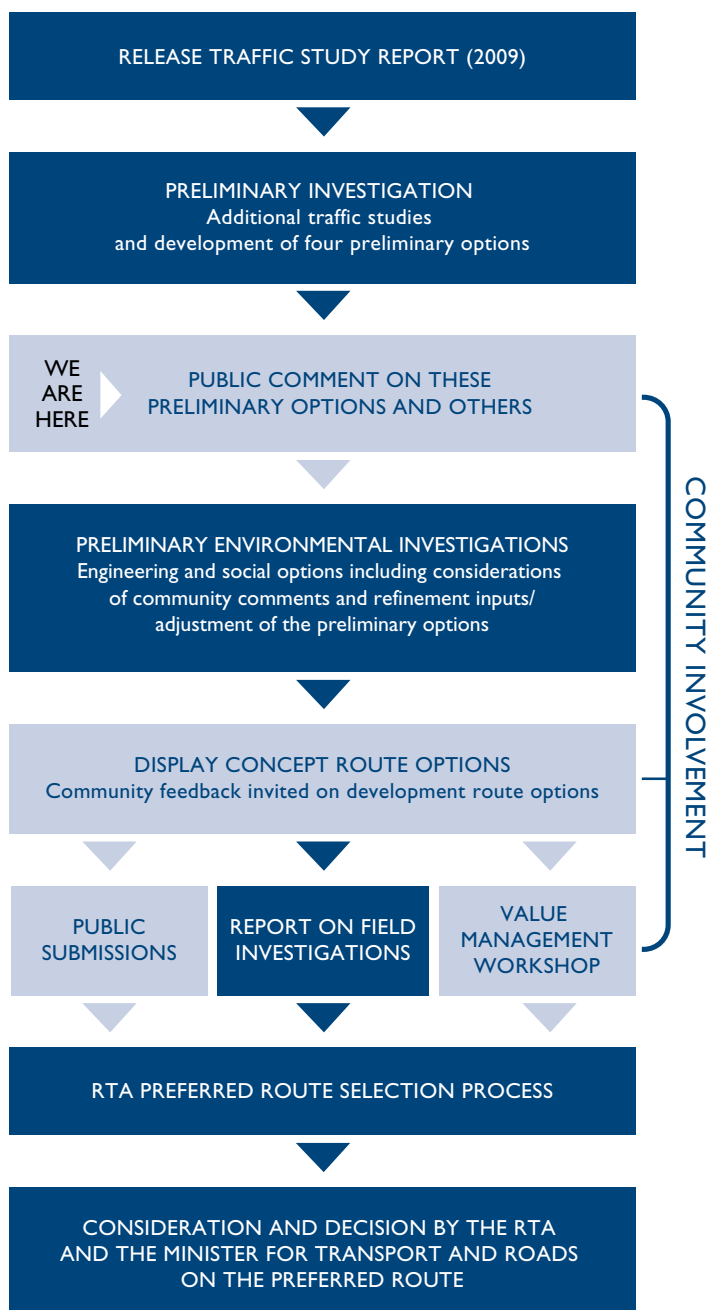
The RTA is conducting a number of community information sessions and workshops in 2010 to help identify the best location for a new bridge and its approaches, to achieve the best outcome for the whole of the community.

**The preliminary options that have been developed are based on traffic modelling only.** Residents may identify other options for further consideration.

Residents and businesses of the Clarence Valley area are encouraged to become involved in this next phase of investigations.

The RTA expects that a preferred route will be announced in late 2010. This will provide planning clarity for Clarence Valley Council and the community.

## The process to find the best option



## Involving the community

The RTA values your views and comments about the project. The project team will be available at community information sessions to discuss the traffic investigations and the preliminary options, answer your questions and receive your feedback. Workshops will be held a week later to provide detailed information and consider the preliminary options.

The RTA invites your comments on the preliminary connection options to a new bridge.

You are invited to:

### INFORMATION SESSIONS

**Grafton Community Centre**  
59 Duke Street, Grafton  
Wednesday 3 March 2010  
From 10am to noon, or 6.30pm to 8.30pm

### COMMUNITY WORKSHOPS

**Grafton Community Centre**  
59 Duke Street, Grafton  
Thursday 11 March 2010  
From 10am to noon, or 6.30pm to 8.30pm

To attend one of the community workshops on Thursday 11 March, please register your attendance by calling 1800 633 332 prior to the day, so that we can cater and properly set up the workshops.

## Display locations

The preliminary options will be on display from Monday 22 February 2010 at the following locations:

- **Grafton Shopping World**  
52 – 74 Fitzroy Street Grafton  
This display will be staffed on Thursday 25 February from 10am to 7pm and on Saturday 27 February from 10am to 1pm.
- **Grafton Motor Registry**  
3 King Street Grafton  
Monday to Friday from 8.30am to 5pm and Saturdays from 8.30am to Noon.
- **Maclean Motor Registry**  
Clarence Valley Council Building, 50 River Street Maclean  
Monday to Friday from 9am to 4pm.
- **RTA Northern Regional Office**  
31 Victoria Street Grafton  
Monday to Friday from 8.30am to 5pm.
- **Clarence Valley Council**  
2 Prince Street Grafton  
Monday to Friday from 8.30am to 4.30pm.

## Your comments are invited

Written comments on preliminary options and the process to select a preferred option are welcome. Please address these to:

Stephen Williamson  
Project Manager  
Roads and Traffic Authority  
Northern Regional Office  
PO Box 576  
Grafton NSW 2460.

**T** 1800 633 332 (toll free)

**E** [grafton\\_regional\\_office@rta.nsw.gov.au](mailto:grafton_regional_office@rta.nsw.gov.au)

**All comments are required by Wednesday 31 March 2010.**

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### For further enquiries

Stephen Williamson, RTA project manager

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**[www.rta.nsw.gov.au](http://www.rta.nsw.gov.au)**

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