

Additional crossing of the Clarence River at Grafton



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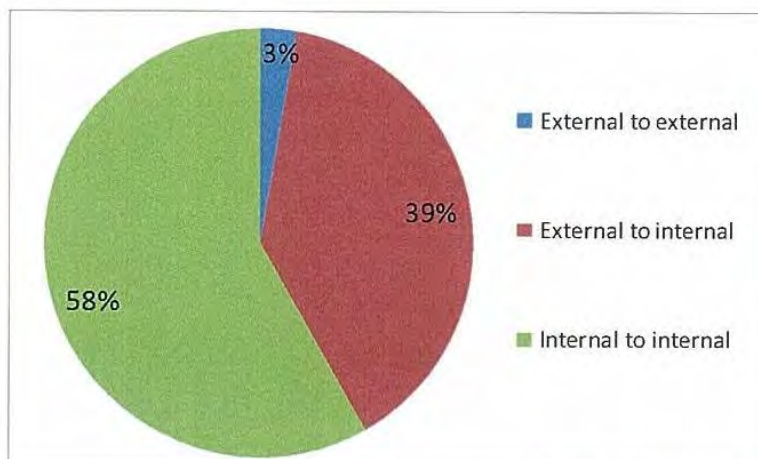
Presentation to Community Forum

18 September 2012

Traffic assessment

Existing Traffic data – Grafton Bridge

All vehicles



Heavy vehicles (5% of all vehicles)

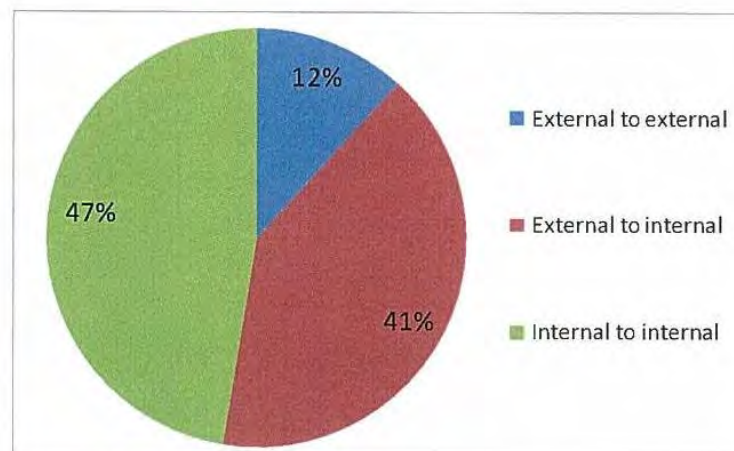


Figure 11: Vehicle trip types crossing Grafton Bridge on 19 August 2010 (5 am - 7 pm).

Trip type	No. of vehicles	% of vehicles
Internal to internal	15,466	58
External to internal	10,360	39
External to external	728	3
Total	26,554	100

Trip type	No. of vehicles	% of vehicles
Internal to internal	658	47
External to internal	567	41
External to external	163	12
Total	1,388	100

Traffic data – Villiers Street Grafton and Pacific Highway

Villiers Street between Fitzroy and Pound Streets, Grafton (June 2011)

Vehicle type	No. of vehicles	% of total vehicles
Light vehicles	10,730	92
Heavy vehicles		
•Rigid heavy vehicles	750	6
•Articulated heavy vehicles	240	2
Total	11,720	100

Pacific Highway north of Centenary Drive, South Grafton (August 2010)

Vehicle type	No. of vehicles	% of total vehicles
Light vehicles	8,025	78
Heavy vehicles		
•Rigid heavy vehicles	730	7
•Articulated heavy vehicles	1,520	15
Total	10,275	100

Traffic Modelling PROR to RODR

Strategic Traffic Modelling



Micro – Simulation Modelling

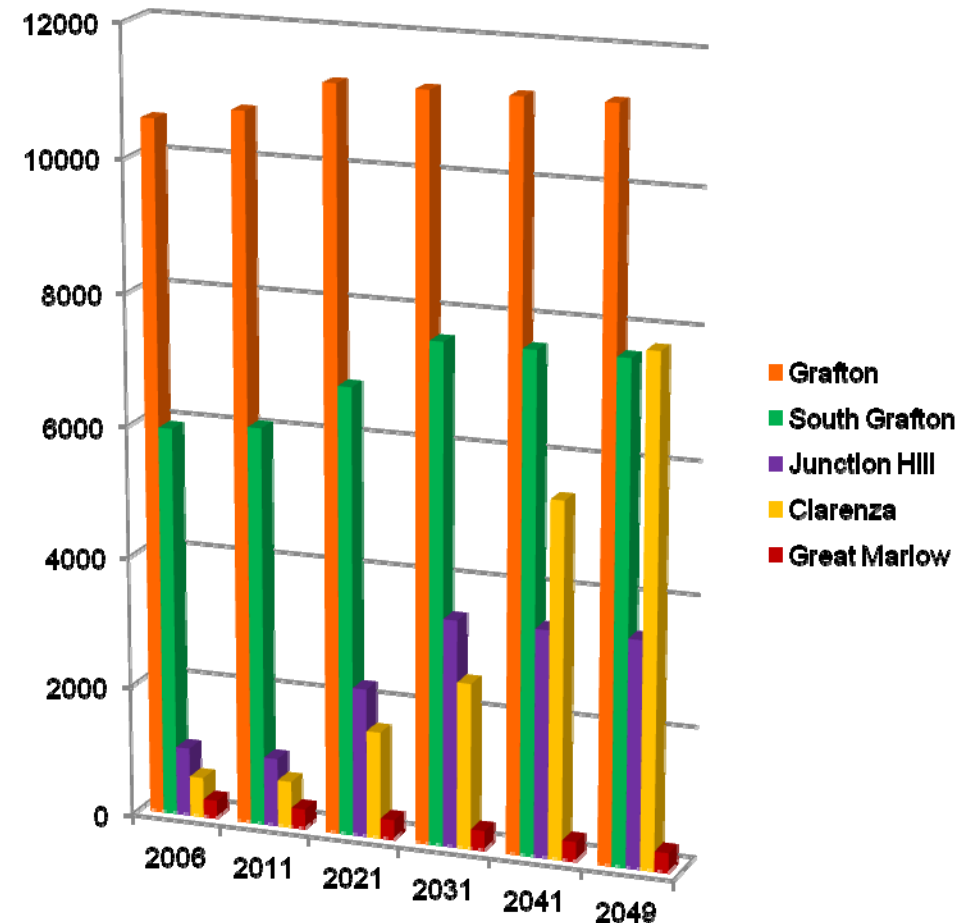


Future Population Growth



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- **Mid North Coast Strategy – identified Grafton as a key centre**
- **Clarence Valley Council – available land, sequencing, focused on development in Junction Hill, Clarenza, Waterview Heights**
- **Population increases from 18,803 (2011) to 30,330 (2049)**
- **As capacity reached development accelerates in areas with spare capacity**
- **Population allocated to each zone in the model**
- **Trips estimated based on the change in population within each zone**



Key Outcomes – Bridge Volumes



- **Cross river traffic in AM peak**
 - 2019 – 4,086 trips
 - 2049 – 8,048 trips

- **Option E,A,C capture similar proportion of cross-river traffic in 2019 and 2049**

- **Dominant travel into the existing Grafton central area**

- **Option I1 increases to 45% of cross river traffic at 2049 as the Clarenza development approaches capacity**

- **Option I4 & I5 lower proportion of travel in 2019 as OD's of demand & distance to the bridge**

- **Options I4 and I5 at 2049 attracts greater proportion of cross – river trips due to change in OD's and delays elsewhere**

Option	Forecast Year	
	2019	2049
E	2,697 (66%)	5,231 (65%)
A	3,188 (78%)	5,919 (74%)
C	2,808 (67%)	5,431 (68%)
I1	1,296 (32%)	3,515 (45%)
I4	936 (23%)	2,673 (36%)
I5	921 (22%)	2,578 (35%)

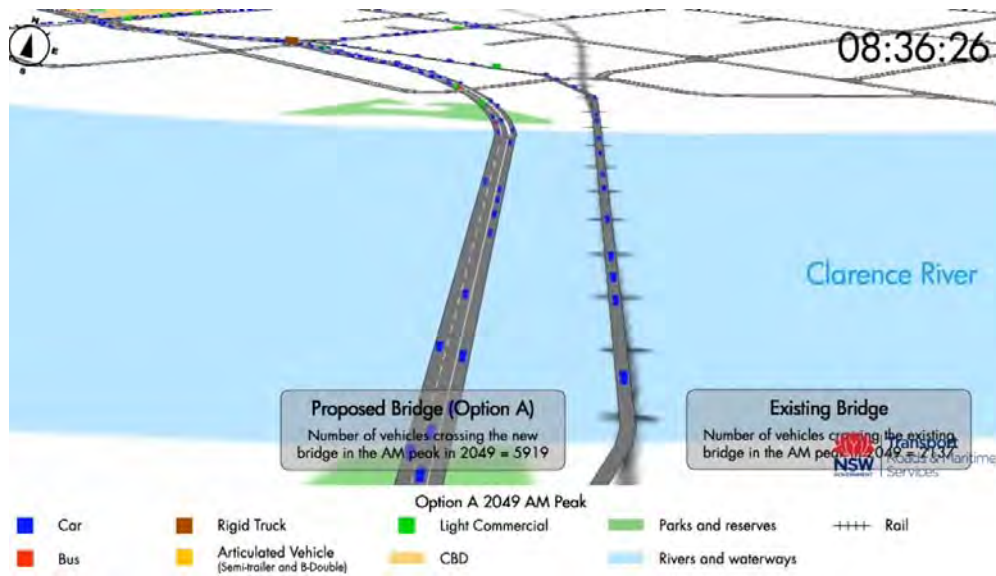
Option E - 2049



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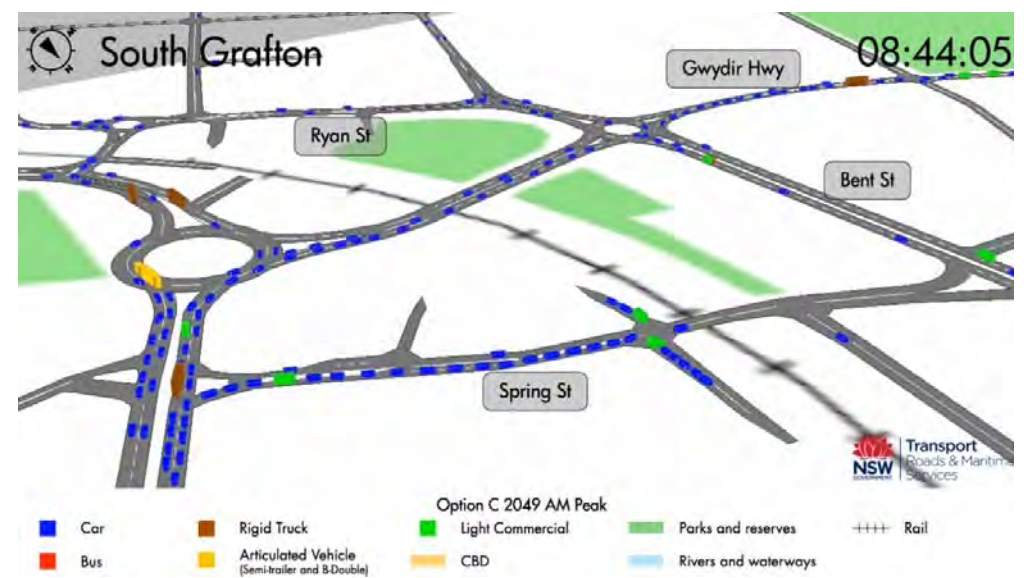
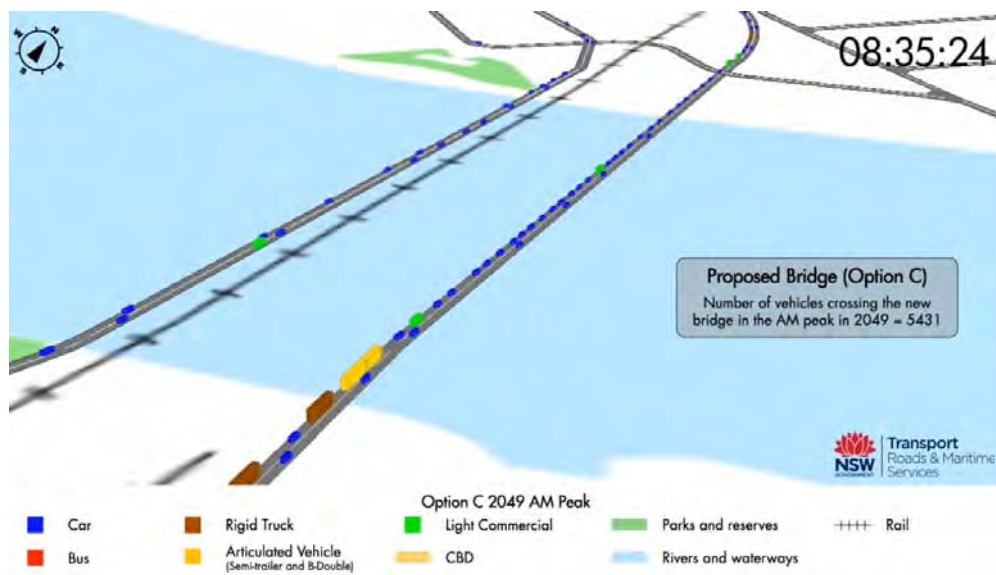
Option A - 2049



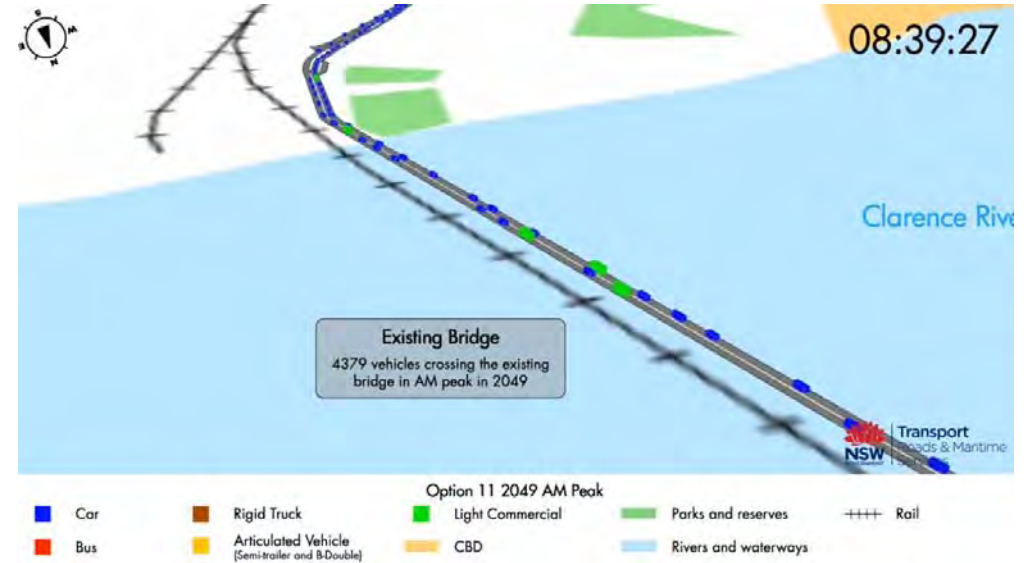
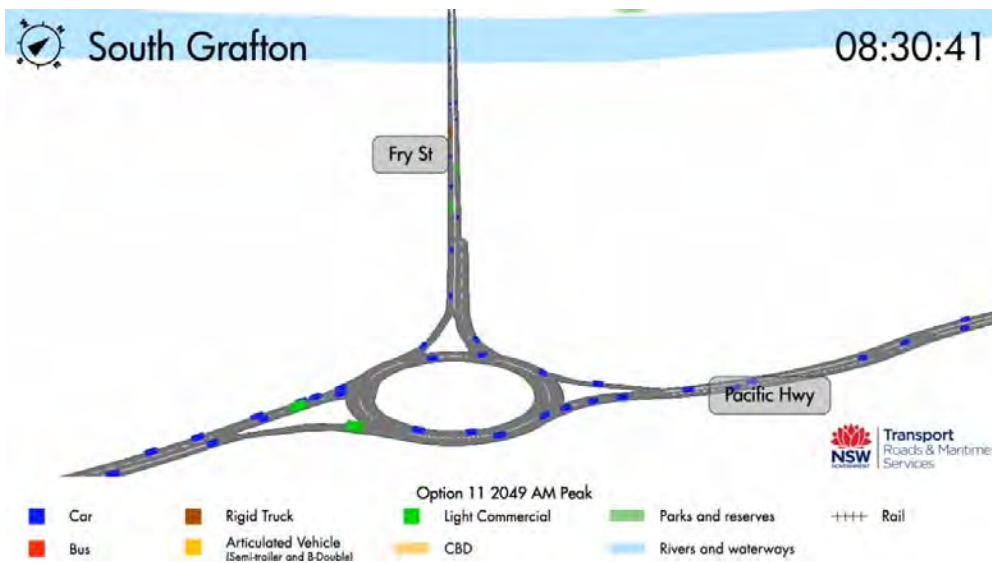
Option C - 2049



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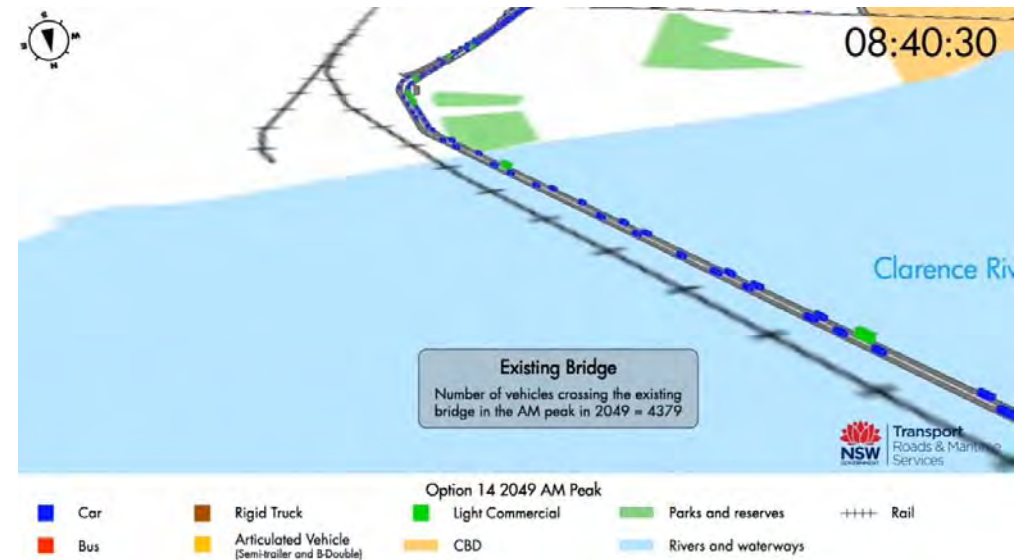
Option 11 - 2049



Option 14 - 2049



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Option 15 - 2049



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