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Tenterfield Heavy Vehicle Bypass

Draft Preliminary Route Options

Community and Stakeholder Presentation

Gavin Rayward / Barry Hancock / Belinda Thompson / Trish Chadwick

14 March 2013



Tenterfield Heavy Vehicle Bypass



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RMS Introduction

Gavin Rayward



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Project Aim

The aim of the Project is to determine a preferred New England Highway corridor route for a Heavy Vehicle Bypass of the urban area of Tenterfield. The highway is a major interstate road freight route and is part of the National Land Transport Network.

Project objectives

The preferred heavy vehicle bypass route shall meet the following objectives.

- Improve road safety.
- Improve road transport productivity efficiency and reliability of travel.
- Minimise the impact on the natural, cultural and built environment.
- Provide sustainable economic outcomes for the local community.
- Minimise social impact on the local community.
- Provide value for money.

RMS has engaged GHD to complete a range of planning, engineering and community consultation services for the development and assessment of route options for a heavy vehicle bypass of Tenterfield.

Strategic Context

- Located at the intersection of Bruxner Highway and New England Highway
- Sits on a major freight route between Sydney and Brisbane
- New England Highway passes through main street (Rouse Street)
- Freight traffic through Tenterfield mixes with local traffic, affecting local amenity and freight traffic



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Assessment of existing traffic conditions

Barry Hancock



Previous Studies and Strategies

- Traffic and transport through Tenterfield has been examined in previous studies and strategies, including:
 - ❖ Heavy Vehicle Alternative Route to the New England Highway
 - ❖ Feasibility Assessment (PEECE, 2009)
 - ❖ Bruxner Highway, Ballina to Tenterfield Corridor Strategy (RTA, 2009)
 - ❖ Sydney Brisbane Corridor Strategy (Commonwealth of Australia, 2007)
- The movement of freight through regional and interstate destinations is a key theme arising in previous studies
- Work done in the past has identified a need to separate freight and local traffic to improve local amenity and improve freight efficiency

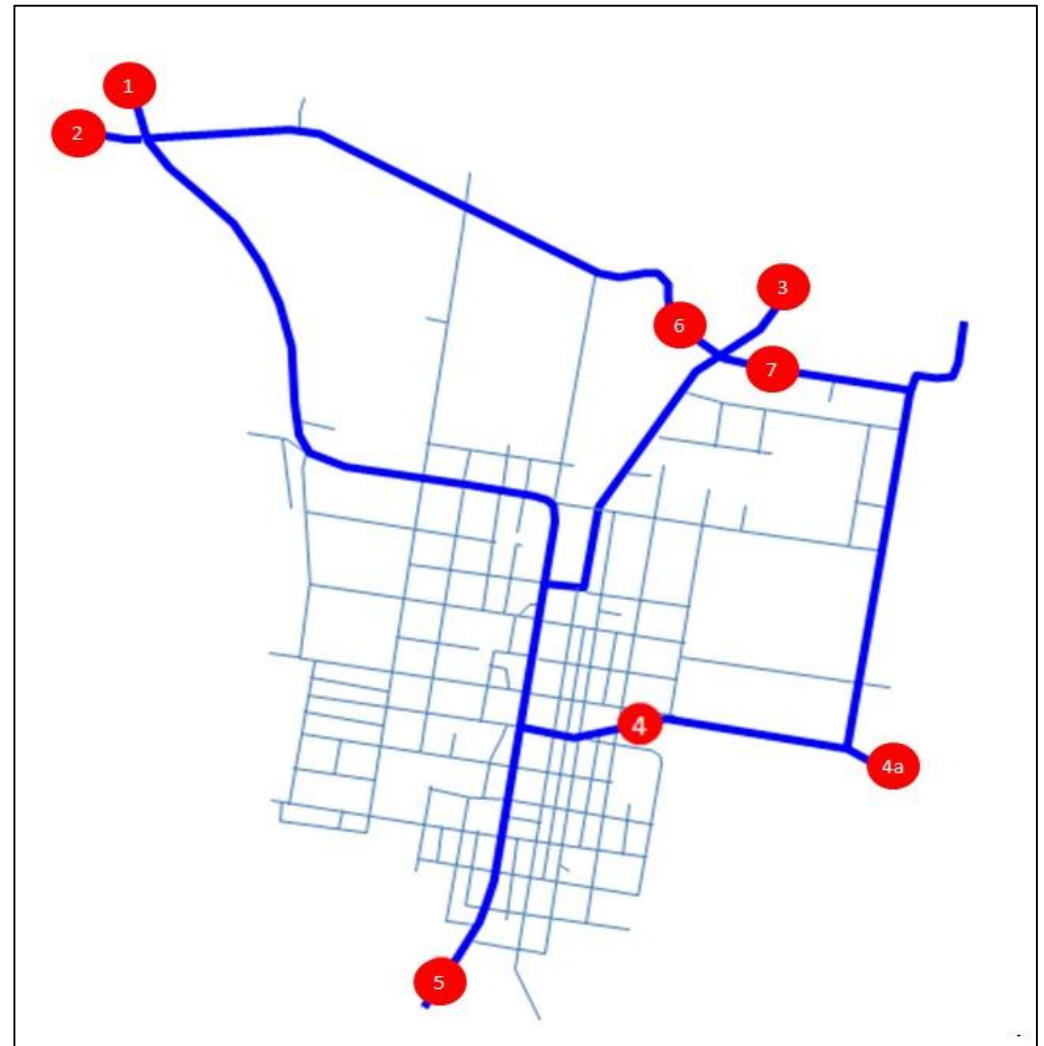


Data collection for bypass investigation



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- 7 day Automatic traffic counts – including vehicle classifications at 7 locations
- Intersection counts at 4 locations and 3 pedestrian crossing counts
- Origin – destination survey at 6 locations
- Travel time surveys

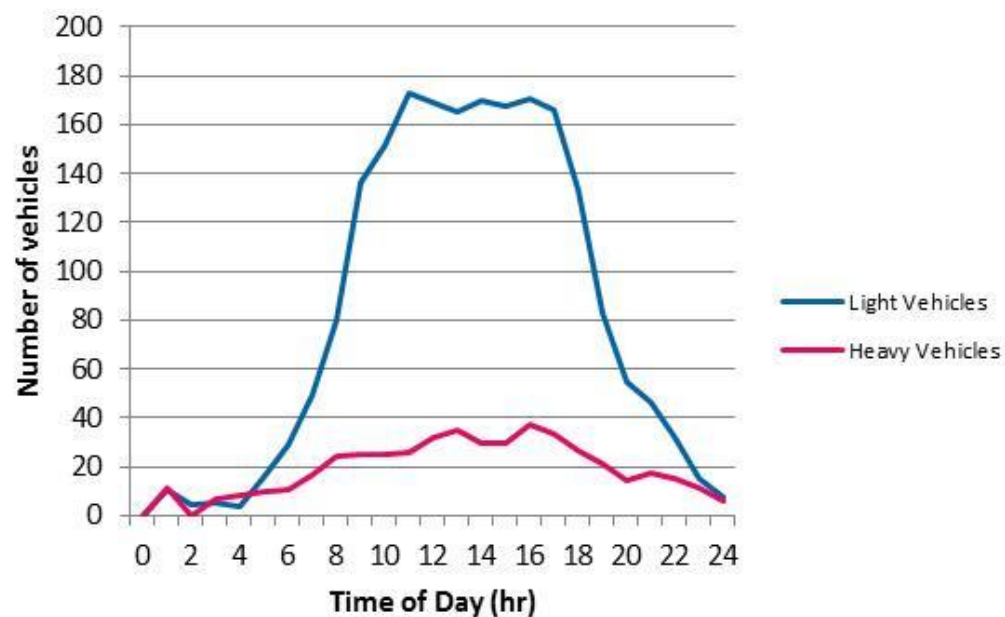


Existing Traffic Conditions – Daily Volumes



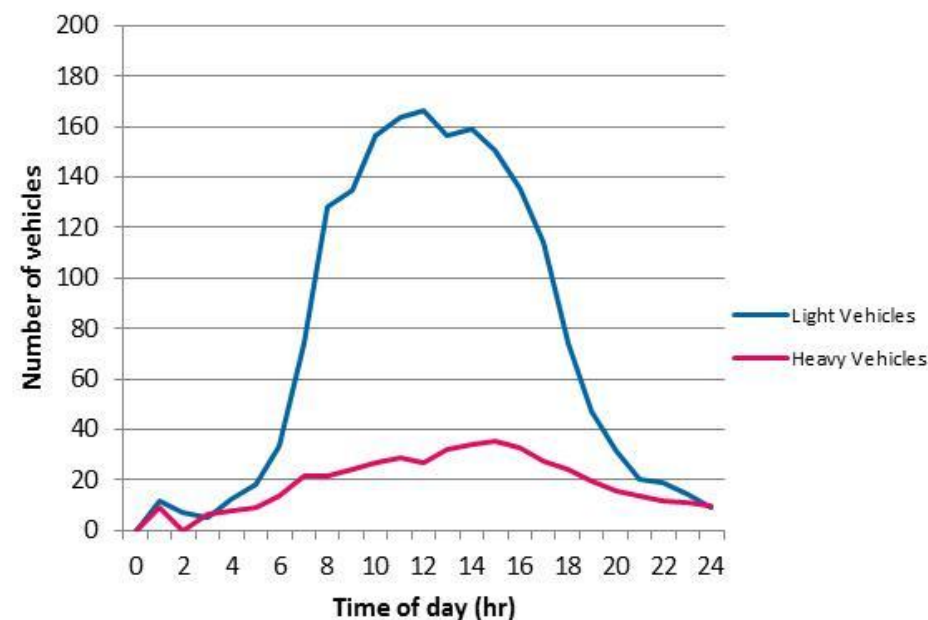
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NEH north of Bruxner Highway (Site 1)



Site 1 Survey Results	Average Daily Volumes	
	Light	Heavy
5 day week (M to F)	2083	556
7 day week (M to S)	2044	483

NEH south of Saddlers Road (Site 5)



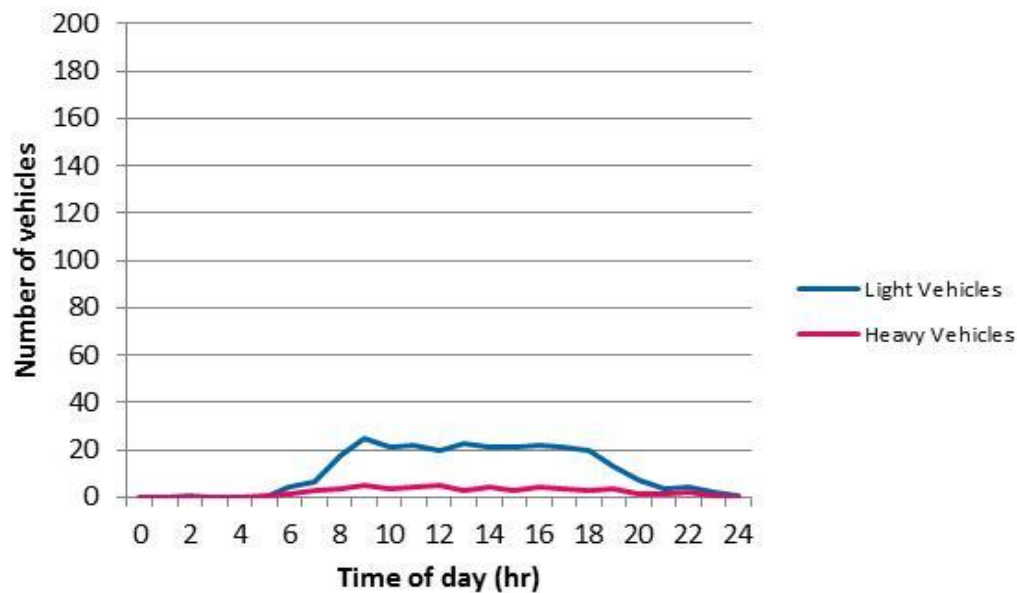
Site 5 Survey Results	Average Daily Volumes	
	Light	Heavy
5 day week (M to F)	1894	458
7 day week (M to S)	1845	472

Existing Traffic Conditions – Daily Volumes



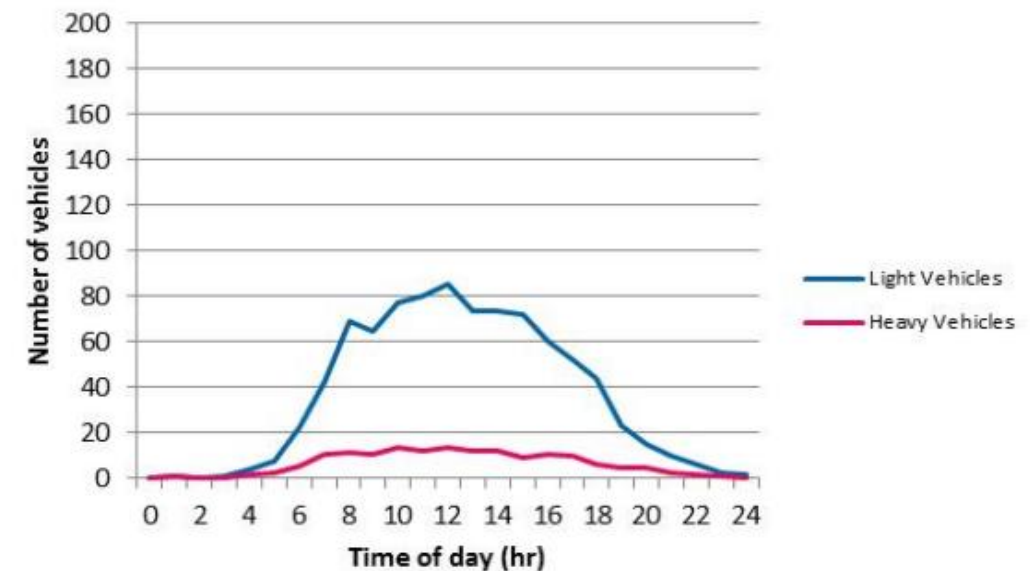
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Bruxner Highway west of NEH (Site 2)



Site 2 Survey Results	Average Daily Volumes	
	Light	Heavy
5 day week (M to F)	284	64
7 day week (M to S)	276	59

Bruxner Highway east of Bellevue Street (Site 4A)



Site 4A Survey Results	Average Daily Volumes	
	Light	Heavy
5 day week (M to F)	931	157
7 day week (M to S)	893	159

Existing Traffic Conditions – Road Safety



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- PEECE report identified a number of safety issues through Tenterfield:
 - ❖ Unshielded objects within the clear zone
 - ❖ Width restrictions for over dimension vehicles
 - ❖ Sight distance limitations at pedestrian crossings
 - ❖ Pedestrian refuges of insufficient width
- 18 crashes on the New England Highway between 2004 and 2009, including 1 fatality
- 80% of crashes in Tenterfield between 1990 and 2000 were on the New England Highway
- Speed limits (50 km/hr) and speed camera enforcement were implemented in 2005 along with traffic calming to improve road safety



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Community Consultation

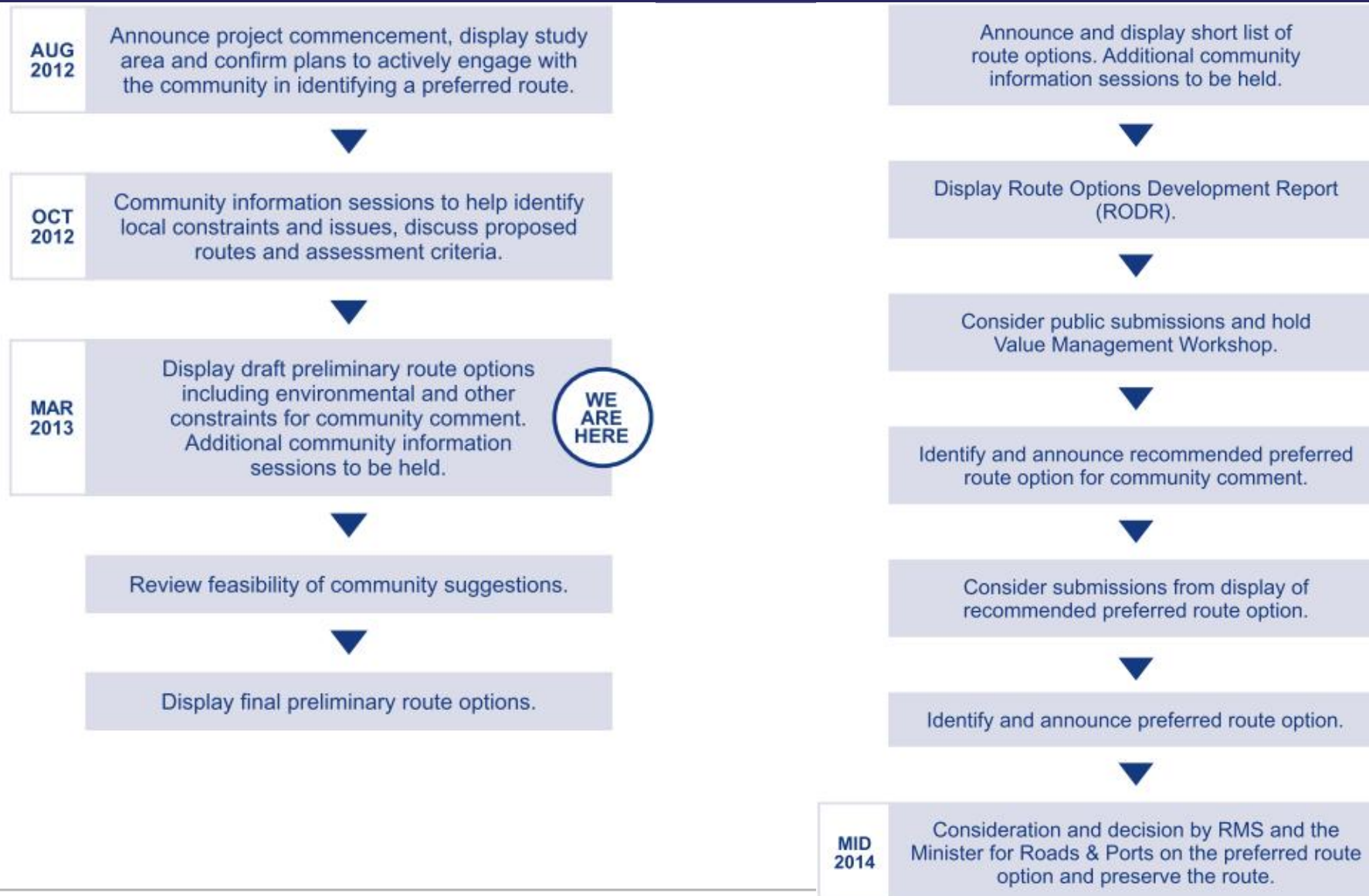
Belinda Thompson



Community consultation framework



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Community consultation objectives



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- Ensure clear and transparent communication and timely provision of accurate information
- Undertake proactive and on-going engagement with the community
- Ensure that community concerns are reflected in the assessment of route options
- Provide opportunities for the community to meet the project team, ask questions and identify issues
- Establish and monitor feedback mechanisms

Community consultation approach



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- Project announcement - October 2012
 - ❖ Community update
 - ❖ Public poster displays
 - ❖ Community information sessions
 - ❖ RMS website
 - ❖ Media release and advertisements
 - ❖ Invitation for comment and feedback
 - ❖ Contact details, including 1800 number, email address and reply paid postage address
- Draft preliminary route options – March 2013
 - ❖ Consultation approach as above
 - ❖ Community meeting and presentation
 - ❖ Feedback form inviting comment on project objectives and preliminary route options
- Future consultation
 - ❖ Same consultation approach at each stage of preferred route option development

Feed back received to date



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Issues of most concern to the community

Issue	Count
Road safety	42
Pedestrian safety	42
Noise	38
Traffic congestion	31
Air pollution	28
Vibration	17
Visual amenity	16
Impact on business	11
Other (livestock waste/odour, road safety education)	10
Amenity	7
Loss of parking	3

Feed back received to date



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Most important issues for project team to consider

Issue	Count
Road safety	33
Economic benefit to the community	27
Impact on the community	25
Impact on property	24
Efficiency	20
Road transport productivity and efficiency	19
Travel times	14
Environmental impact	13
Cost of project	10
Other (Rouse Street viability and amenity post bypass, any option should take in Bruxner Highway traffic)	7
Impact on agricultural land	4

Route Options identification and assessment

Barry Hancock

Route Options identification and assessment



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- Draft Preliminary Route Options
 - ❖ Community suggestions
 - ❖ Constraints analysis
 - ❖ Design speed and road design standards
 - ❖ Indicative bypass diversion, calculate distance and travel time savings
- Route options development
 - ❖ Short listing of four Route Options
 - ❖ Refine alignments
 - ❖ Consideration of intersections / bridges / drainage / property access / potential environmental impact
 - ❖ Concept design cost estimates, traffic projections and preliminary economic analysis
- Selection of preferred route option
 - ❖ Comparison of all route options across multi criteria assessment
 - ❖ Value Management Workshop with key stakeholders
 - ❖ Recommendation of preferred option
- Strategic concept design and engineering scope definition
 - ❖ Confirm proposed corridor for preferred option, including land acquisition requirements

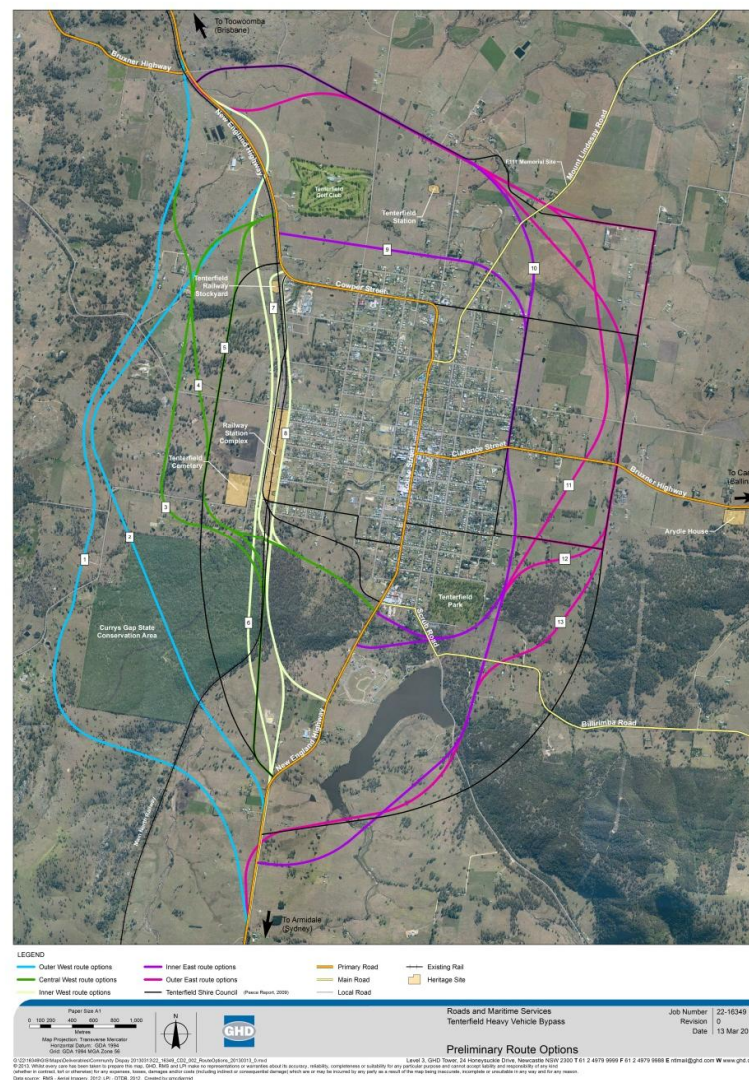
Draft Preliminary route options



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- Community suggestions for route options
 - ❖ Western route suggestions
 - ❖ Eastern route suggestions
 - ❖ Combinations of options
- Constraints analysis and options identification
 - ❖ Environmental
 - ❖ Social
 - ❖ Engineering
- Draft preliminary route options
 - ❖ Nominated in categories (outer, central, inner) west or east of town area
 - ❖ Route options numbered west to east for identification purposes only
 - ❖ Additional suggestions or refinements welcome
- Distance and travel time savings
 - ❖ Route options range from 3.6 km to 13.3 km in length
 - ❖ Length of existing highway bypassed is comparable, ranging from 4.3 km to 10.1 km
 - ❖ Western route options generally shorter, eastern route options longer

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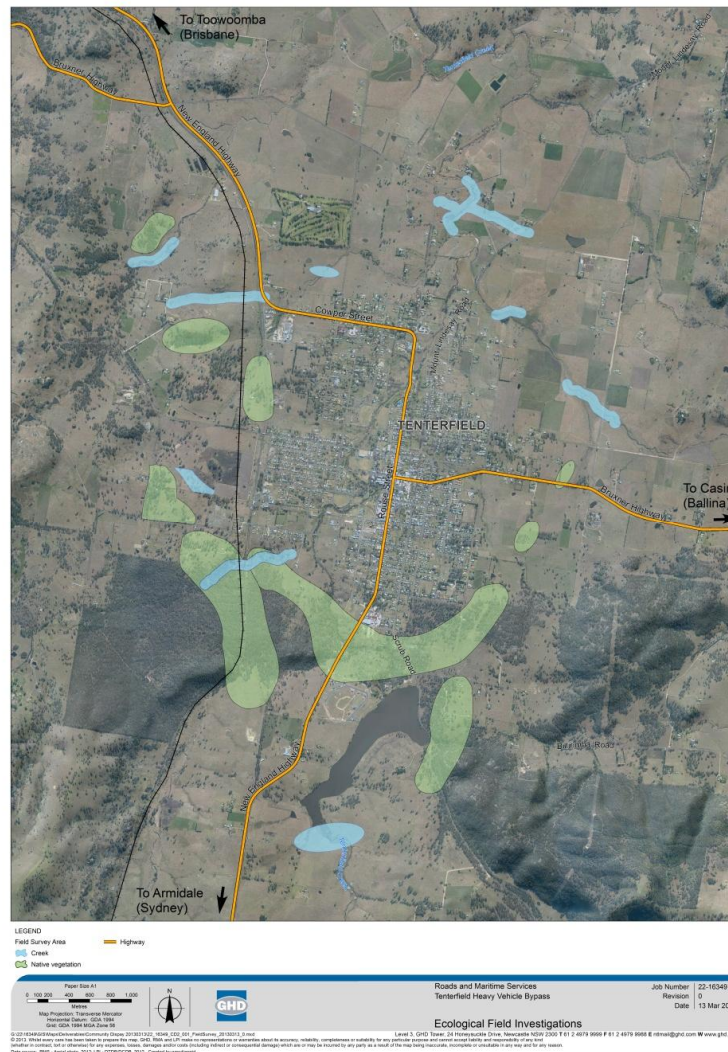
Ecology and Biodiversity investigations

Trish Chadwick

Ecology and Biodiversity Investigations



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Ecology and Biodiversity Investigations



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- Desk top study completed October 2012
 - ❖ Provided a predictive list of species likely to occur
 - ❖ Provided previously recorded species
- Focus of field investigations February 2013
 - ❖ Large areas of native vegetation
 - ❖ Potential creek crossings and watercourse areas
 - ❖ Check for potential threatened species in pastures and road corridors
- Fauna investigations
 - ❖ Dawn, daytime and night surveys
 - ❖ Anabat recorders
 - ❖ Stream surveys for frogs
- Potential Flora species
 - ❖ No threatened flora species
 - ❖ Two endangered ecological communities



- Endangered Ecological Communities (EEC)
 - ❖ White Box Yellow Box Blakely's Red Gum Woodland (Box Woodland)
 - ❖ New England Peppermint Woodland
- Threatened Fauna
 - ❖ Little Eagle (*Hieraaetus morphnoides*)
 - ❖ Hooded Robin (*Melanodryas cucullata*)
- Key Fauna Locations
 - ❖ Curry's Gap State Conservation Area
 - ❖ Tenterfield Park
 - ❖ Tenterfield Reservoir and adjacent bushland to the east of Scrub Road

