

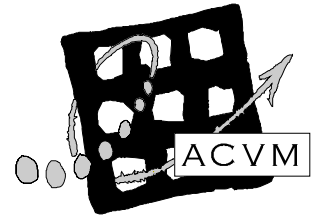
**Roads and Traffic Authority
New South Wales**

PACIFIC HIGHWAY UPGRADE

OXLEY HIGHWAY TO KEMPSEY

SERVICE ROAD STRATEGY FOR OXLEY HIGHWAY TO BLACKMANS POINT ROAD WORKSHOP

Workshop Report
March 2007



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Report

Background

As part of the Pacific Highway Upgrade Program, the Roads and Traffic Authority (RTA) together with their consultants, GHD are undertaking the planning of the section highway between the Oxley Highway at Port Macquarie and the Maria River (south of Kempsey). The project is known as the Oxley Highway to Kempsey Upgrade Project (OHK). The Hon. Eric Roozendaal, Minister for Roads, announced the preferred route for the project on 30th August 2006.

Since this time, the Project Team (RTA and GHD) have continued with further investigations and have commenced the concept design for the project.

Following the announcement of the preferred route, a facilitated workshop (September 2006) involving the RTA, Port Macquarie Hastings Council and the Project Team was organised to allow these stakeholders an opportunity to determine a collaborative position in relation to the access strategy for the Pacific Highway between Oxley Highway to Blackmans Point Road.

The workshop group considered four options for the provision of access (primarily via interchanges) to the area. The outcome of the workshop was a preferred access strategy for the area. Following recent consultation with surrounding businesses, community and Council, the Project Team understands that consistency between land use planning being undertaken in the surrounding area by Council and the concept layout for service roads and linkages associated with the Pacific Highway Upgrade planning is required for the road network to work well.

The Project Team has determined that a facilitated workshop would be the appropriate tool to bring together stakeholders from Council, RTA and GHD to determine the preferred service road strategy for access to the road network and connectivity with and across the proposed upgraded Pacific Highway.

The Australian Centre for Value Management (ACVM) was commissioned to facilitate and report on the workshop, which was attended by a range of stakeholders on the 7th March 2007. A list of participants who attended the workshop can be found in **Appendix 1**.

Workshop Objectives

The objective for the workshop, as presented to the participants, was to:

Provide a forum to review the planning undertaken to date and resolve any outstanding issues associated with the planning of the Pacific Highway service roads at Port Macquarie.

This report has been compiled by ACVM and seeks to provide an objective overview of the project aspects discussed and the workshop outcomes formulated by the end of the day.

Workshop Activities

The workshop process builds on the perspectives as well as the detailed and specialist knowledge which resides with the workshop participants then structures the analysis and option review from a functional base (ie. what is the purpose of the service road strategy, what must it achieve to be successful and assess the options available against these).

During the workshop, background material was presented such as the context of the project and the planning undertaken to date (**Appendix 2**). The purpose of the service road strategy and its objectives were reviewed. The givens (current thinking) within which the project is being planned were identified, shared and challenged from various perspectives.

Using this information as prompts, selection criteria were reviewed, amended, added to and weighted for later assessment of the options (**Appendix 2**).

The shortlisted options (developed to meet the service road strategy objectives) were reviewed by the group and discussed (**Appendices 2 & 4**).

The group qualitatively assessed the options against the selection criteria developed as well as the relative strategic cost estimates.

The workshop discussions led the group to conclusions and issues to be addressed as outlined below.

Workshop Outcomes

By the end of the workshop, the participants had:

- **Clarified** the service road strategy objectives to reflect what it must do to be successful. The group agreed that the service road strategy (from Oxley Highway to Blackmans Point Road) should:
 - *Cater for existing and future anticipated traffic movements*
 - *Provide safety by separating through traffic from local traffic*
 - *Provide connectivity between either side of the upgraded highway*
 - *Provide local road connection generally parallel to the highway with a continuous alternate route provided for the ultimate strategy (Class M)*
 - *Ensure any preliminary/interim works can be incorporated into the ultimate strategy (Class M)*
 - *Utilise the existing Oxley Highway interchange*
 - *Integrate with the regional road network including the future development of land in the Area 13 and Sancrox precincts, with specifically the proposed upgrade of the Oxley Highway between Port Macquarie and Pacific Highway*
- **Reflected** on the “givens” (current thinking) within which the project is being planned and challenged them where necessary (see **Appendix 2**)
- **Identified** and **weighted** qualitative selection criteria which reflected the service road strategy objectives and could be used to differentiate and assess the options. The assessment criteria used were:
 - *Relative safety (for all road users, separating local and through traffic, potential to reduce accidents and injuries). It was noted that all options would be safe and meet appropriate standards but in relative terms some options may be safer than others*
 - *Relative travel efficiency and connectivity*
 - *Ensure interim works can be staged and incorporated into the ultimate solution (both for Pacific Highway and Council Developments)*
 - *Environmental impacts (both ecological and social impacts)*
 - *Integrate/Partner for both the highway and local needs*
- **Discussed and reviewed** the options shortlisted for the service road strategy between Oxley Highway and Blackmans Point Road (see **Appendices 2 & 4**)
- **Assessed** the options qualitatively against the selection criteria and then compared their rankings with the relative strategic cost estimates (see **Appendix 2**)
- **Recommended Option A1** (Option A with service road on the eastern side of the highway between Oxley Highway and the overbridge south of Sancrox Road) and **Option A2** (Option A with service road on the western side of the highway between Oxley Highway and the overbridge south of Sancrox Road) move forward as the preferred options for further investigation based on the qualitative assessment of criteria reflecting the service road strategy objectives and its relative cost compared to the other options. However for a final determination can be made, the following issues need to be resolved as identified in the workshop:
 - For Option A1, review:
 - Impacts with connection to existing Oxley Highway
 - Impacts to proposed church adjacent to the “doughnut” roundabout (located to the northeast)
 - Meet with property owners to canvass views and ideas
 - Impact on Area 13 planning (ie. road networks)
 - For Options A1 and A2:
 - Investigate DEC wildlife corridor on the western side of highway
 - Consider including the service roads in the structure planning phases for Sancrox and Area 13 developments
 - Further investigations including ecological, amenity impacts, etc
 - Confirmation of the integration benefits of Option A1 over Option A2
- **Drew** conclusions at the end of the workshop such as:
 - *There is a preference for either Options A1 or A2 with further work required to confirm one or the other as the preferred option*
 - *The direction forward is now clearer on the service road strategy for the project from Oxley Highway to Blackmans Point Road*
 - *There is a commitment, demonstrated in the workshop, to work together to integrate planning (both highway and council development) to the benefit of all*

- **Were presented** with an outline of the process and direction for the project to move forward from here including:
 - *As part of progressing the project, the RTA has applied for a Part 3A Planning process for the project*
 - *There is a need for RTA to meet with the Council and the impacted property owners and determine the preferred service road strategy option (being Option A1 or A2)*
 - *RTA needs to get formal approval for the overbridge at Sancrox Road so that development in the precinct can be progressed*
 - *However, the Pacific Highway Team needs to go through the RTA internal review and approval process to obtain a “lock down” of the concept design and the interchanges so that it can make public announcements and provide certainty in future planning decisions for all concerned*
 - *Expectations are that this can be undertaken during the next year. Further discussions will be required if the timeframe causes impacts to local planning timeframes to see what can be done*

Appendix 1. List of Participants

**PACIFIC HIGHWAY UPGRADE – OXLEY HWY TO KEMPSEY
SERVICE ROAD STRATEGY FOR OXLEY HWY TO BLACKMANS POINT
ROAD WORKSHOP
PARTICIPANTS LIST**

Roads and Traffic Authority

Bob Higgins	General Manager, Pacific Highway
Stephen Williamson	Project Development Manager
Stephen Lees	Senior Project Designer
Chris McNeill	Project Development Officer
Lance Vickery	Road Safety and Traffic Services Manager

Port Macquarie Hastings Council

Steve Finlay	Director, Infrastructure Services
Cliff Toms	Technical Services Manager
Sandra Bush	Strategic Planner
Luke Nicholls	Director Development and Environment
Peter Cameron	Co-ordinator Urban Growth Areas

GHD

Peter Steele	Senior Project Manager
Graeme Robinson	Engineering Team Leader
Matthew Shrimpton	Traffic Engineer

Workshop Facilitator

Ross Prestipino	Facilitator, Australian Centre for Value Management
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Appendix 2. Workshop Outputs

Workshop Outputs

The information presented in this Appendix is a consolidation of the general outputs and perceptions by the workshop group as they shared information, highlighted issues and concerns and recommended a direction forward for the service road strategy between Oxley Highway and Blackmans Point Road for the Pacific Highway Upgrade.

Presentations

Project Background and Overview

Initially, a project background presentation was made by Stephen Williamson, Project Development Manager, RTA which provided the workshop group with the history of the project to date as well as Program Objectives for the Pacific Highway as well as the Project Objectives and constraints that the project team were working to for the Oxley Highway to Kempsey Project. Key points raised in his presentation included:

- It is important to note that 10 of the 18 objectives for the Oxley Highway to Kempsey Project of the Pacific Highway Upgrade relate in some way to the linkages between the highway and the local road network
- We are still in the planning phase and no funding has been made available for the project. However as part of the planning, we need to ensure that the planning of linkages and service roads are compatible with the strategic direction of land use planning in the area
- The objectives of the Service Road Strategy from Oxley Highway to Blackman's Point Road are to:
 - Avoid detrimental impacts to future development of land in Area 13 and Sancrox precincts
 - Cater for existing and future anticipated traffic movements
 - Separate through traffic from local traffic
 - Provide connectivity between either side of the upgraded highway
 - Provide local road connection parallel to the highway with a continuous alternate route provided for the ultimate strategy (Class M)
 - Ensure any preliminary/interim works can be incorporated into the ultimate strategy (Class M)
 - Utilise the existing Oxley Highway interchange
 - Integrate with the regional road network and specifically the proposed upgrade of the Oxley Highway between Port Macquarie and Pacific Highway

Highway Upgrade Access Strategy and Service Road Strategy Options

Graeme Robinson, Engineering Team Leader, GHD and Matt Shrimpton, Traffic Engineer, GHD presented to the group, the Highway Upgrade Access Strategy (Oxley Highway to Blackmans Road) developed as a result of a workshop undertaken in September 2006 and then outlined the five options for consideration in the workshop (Options A, B, C, D and E) for the service road strategy to compliment it. The information is outlined below with the service road strategy options shown in **Appendix 3**.

The Highway Upgrade Access Strategy includes:

- A full grade separated interchange proposed approximately 500m south of Blackmans Point Road
- Existing highway, including Dennis Bridge, retained as service road linking proposed interchange with Hastings River Drive
- Sancrox Road: Left in/left out only with full deceleration and acceleration lanes provided. Median access closed
- Fernbank Creek Road: Left in/left out only with full deceleration and acceleration lanes provided
- Hastings River Drive/Glen Ewan Road intersection: Unchanged. Existing highway in this area retained as service road. New alignment to west of existing Dennis Bridge
- Fernbank Creek bridge (southside): No access to old highway at this location (where new highway alignment deviates from existing)
- Overbridge proposed approximately 600m south of Sancrox Road . Linked from Sancrox Road to Fernbank Creek Road via service road. Facilitates grade separated cross highway movement

- Service road connection from Oxley Highway to proposed overbridge, both east and west of highway
- Service road connection from Fernbank Creek Road to existing Pacific Highway south of Fernbank Creek, on eastern side of highway

The Service Road Strategy Options (shown diagrammatically in **Appendix 3**) are:

- Option A
 - The existing highway becomes a service road, linking the proposed Grade Separated Interchange (GSI) 500m south of Blackmans Point Road with Hastings River Drive (retaining the Dennis Bridge)
 - New service road proposed running immediately parallel to the upgraded highway, linking Fernbank Creek Road with the existing highway at Fernbank Creek (note: no connection to upgraded highway at Fernbank Creek)
 - New service road proposed on either east or west side of highway providing a connection between the Oxley Highway and proposed new overbridge 600m south of Sancrox / Fernbank Creek Road
- Option B: Same as Option A, with the exception of:
 - Upgrade of Fernbank Creek Road between the Pacific Highway and Hastings River Drive
 - Removal of proposed service road running parallel to the highway between Fernbank Creek Road and existing highway and Fernbank Creek (note: existing highway would then terminate at Fernbank Creek with no access to upgraded highway)
- Option C: Same as Option A, with the exception of:
 - Proposed service road connection from Oxley Highway to proposed overbridge realigned to use proposed Area 13 road network
 - Removal of proposed service road on eastern or western side of highway from Oxley Highway to Sancrox / Fernbank Creek Road
- Option D: Same as Option C, with the exception of:
 - New service road constructed connecting Oxley Highway to Hastings River Drive via proposed Area 13 road network (note: runs north-south approx. 1.5-2 km east of highway)
 - Removal of proposed service road connection from Oxley Highway to overbridge via Area 13 road network
 - Removal of proposed service road running parallel to the highway between Fernbank Creek Road and existing highway and Fernbank Creek (note: existing highway would then terminate at Fernbank Creek with no access to upgraded highway)
- Option E: Same as Option D, with the addition of:
 - New service road connection between overbridge and proposed north-south service road (note: this would facilitate east-west movement possibly reducing volumes on Oxley Highway. May also facilitate development of Area 13 and Sancrox Industrial precincts)

Points made by the group during discussion included:

- There are two sub options in Option A being Option A1 (Option A with the service road on the eastern side of the highway between Oxley Highway and the overbridge south of Sancrox Road) and Option A2 (Option A with service road on the western side of the highway between Oxley Highway and the overbridge south of Sancrox Road). These would need to be assessed separately in any evaluation to determine which performed the best in relation to the assessment criteria
- Another sub option for Option A was raised for the area between Sancrox Road and Hastings River Drive being a service road to the west of the proposed highway upgrade rather than using the existing highway as the service road on the eastern side of the proposed highway. Although the sub option may have merit, it was believed that the existing asset of the highway and Denis Bridge (crossing the Hastings River) should be reused in any option considered. Hence the service road should be to the east of the proposed highway upgrade. That being the case, this new option (Option A3) was not pursued further

Port Macquarie Hastings Council Perspective

Cliff Toms, Technical Services Manager, Port Macquarie Hastings Council, outlined the current position of Council in its land use planning in the area. Key points raised were:

- Council is well underway with its planning for the development of Area 13 at Thrumster. Council will shortly be submitting to the Department of Planning a request to allow the LEP Structure Plan to go on exhibition for this area
- Planning is also proceeding with the Sancrox Industrial Area. There is also some consideration on the western side of the Pacific Highway for rezoning of some land for rural residential around Bushland Drive
- As Area 13 and the Sancrox Industrial area will be hubs of activity, the connectivity to the local road network as well as connections to and across the highway will be critical to the way the precincts will work (including timing of the road connections)

Service Road Strategy Objectives

In order to provide a common understanding of what the service road strategy had to achieve to be considered successful, the group reviewed the objectives as previously presented and amended them to be more meaningful for this section of the highway. As a result, the group agreed that the service road strategy (from Oxley Highway to Blackmans Point Road) should:

- Cater for existing and future anticipated traffic movements
- Provide safety by separating through traffic from local traffic
- Provide connectivity between either side of the upgraded highway
- Provide local road connection generally parallel to the highway with a continuous alternate route provided for the ultimate strategy (Class M)
- Ensure any preliminary/interim works can be incorporated into the ultimate strategy (Class M)
- Utilise the existing Oxley Highway interchange
- Integrate with the regional road network including the future development of land in the Area 13 and Sancrox precincts, with specifically the proposed upgrade of the Oxley Highway between Port Macquarie and Pacific Highway

Givens

The group reviewed the “givens” that the project was being planned within at this stage (current thinking) as outlined in the Background Paper for the workshop. The givens (as amended) by the group were highlighted as:

- The Pacific Highway will be developed to a dual carriageway road from the Oxley Highway to Blackmans Point Road
- The proposed Area 13 development will include residential and medium residential developments, commercial developments and a town centre
- There is a proposal for industrial development to the north and south of Sancrox Road
- There will be an overpass approximately 600 metres south of Sancrox Road
- Sancrox Road and Fernbank Creek Road will have left in/left out arrangements (ie. median closed) at the Pacific Highway
- There will be a Grade Separated Interchange (GSI) approximately 500 metres south of Blackmans Point Road

Selection Criteria to Assess the Options

As a result of the information shared in the workshop to date, the group reflected on the selection criteria developed from the previous workshop undertaken for the Access Strategy (September 2006) which could be used to qualitatively assess the various options. These were:

- **Increased safety (for all road users)**
- **Improved travel efficiency and connectivity**
- **Ensure interim works can be staged and incorporated into the ultimate solution (both Pacific Highway and Council Developments)**
- **Environmental impacts**

The group refined and supplemented these criteria as a reflection as to how the objectives set for the service road strategy could be used to assess the various options (outlined earlier).

The approach adopted was that for each of the selection criteria, the group was asked is it important that the options achieve this to be successful and will this criteria assist in differentiating between the various options.

The group reviewed the criteria, changing the words and clarifying their meaning as well as refining and adding to them. The group finally agreed to the selection criteria below to assess and evaluate the various service road strategy options.

It should be noted that costs were not included at this stage but would be used later in the process as a factor to determine which option provided the better “value for money” solution.

The selection criteria accepted by the whole group to evaluate the options were:

A – Relative safety (for all road users, separating local and through traffic, potential to reduce accidents and injuries). *It was noted that all options would be safe and meet appropriate standards but in relative terms some options may be safer than others*

B – Relative travel efficiency and connectivity

C – Ensure interim works can be staged and incorporated into the ultimate solution (both for Pacific Highway and Council Developments)

D – Environmental impacts (both ecological and social impacts)

E – Integrate/Partner for both the highway and local needs

Weighting of the Criteria

Relative weighting of the criteria was undertaken qualitatively by the whole group using a paired comparison approach. The discussion in undertaking this task was extensive and allowed the group to obtain a better understanding and appreciation of the criteria and the various perspectives represented in the workshop during the weighting process. The final weightings were reached on a consensus basis. The group’s workings and their weightings of the selection criteria are shown below:

No	Assessment	Raw Score	Relative Weightings
A.	Relative safety	5	46%
B.	Relative traffic efficiency and connectivity	2	18%
C.	Staged interim works leading to ultimate solution	0	0%
D.	Environmental impacts (ecological and social)	1	9%
E.	Integrated/Partnered solution	3	27%
	Total	11	100%

Scoring Matrix

The workings for the relative assessment are shown below.

	B	C	D	E
A	1A	2A	1A	1A
B		1B	1B	1E
C			1D	1E
D				1E
E				

The extent one criteria was preferred by the group over another was indicated by using the scoring system below:

3. *Major Preference*
2. *Medium Preference*
1. *Minor Preference*

Summary

The weighting of the assessment criteria using the paired comparison approach indicated that **“Relative safety”** was the most important criteria followed by **“Integrated/Partnered solutions”** and then followed by **“Relative traffic efficiency and connectivity”** and then **“Environmental impacts”** in terms of level of importance when assessing the options.

Although important and needs to be addressed as planning proceeds, **“Staging of interim works leading to the ultimate solution”** was not considered as important as the other criteria when compared in pairs and scored zero.

Having built a foundation and common understanding of the issues, the strategy purpose and objectives, the “givens” and selection criteria for option evaluation, the group was now in a position to broadly assess the service road strategy options shortlisted.

Assessment of the Options

Having reviewed the options earlier, the group was now in a position to assess the options against the weighted criteria developed in the workshop.

The options were judged on a qualitative basis of how well each option met each criteria on a scale of Excellent (**E**), Very Good (**VG**), Good (**G**), Fair (**F**) or Poor (**P**) or on a scale of 5 – 1.

Once the qualitative evaluation was completed, the evaluation was scored using the weightings of the criteria and establishing a ranking for each option.

It should be noted that where the difference in score between options was not greater than the value of the highest weighted criteria, the options were considered equally ranked as the difference in score was not considered significant enough at the qualitative level of analysis undertaken to differentiate between them.

The evaluation matrix outlining the group’s assessment of the options against the criteria is shown below.

Evaluation Matrix – Qualitative Assessment of the Options against the Criteria

Assessment Criteria	Relative safety	Relative traffic efficiency & connectivity	Environmental impacts (ecological & social)	Integrated/partnered solution	ASSIGNED WEIGHT						RANK
					WT	46	18	9	27		
Option A1 (East of Hwy)	5	E	(E)	(E)	E	E	E	E	E	E	1
	4	(VG)	(VG)	(VG)	(VG)	(VG)	(VG)	(VG)	(VG)	(VG)	
	3	G	G	G	G	G	G	G	G	G	
	2	F	F	F	(F)	F	F	F	F	F	
	1	P	P	P	P	P	P	P	P	P	
	Sub Total	184	90	45	54						
Option A2 (West of Hwy)	5	(E)	(E)	(E)	E	E	E	E	E	E	1
	4	(VG)	(VG)	(VG)	(VG)	(VG)	(VG)	(VG)	(VG)	(VG)	
	3	G	G	G	G	G	G	G	G	G	
	2	F	F	F	F	F	F	F	F	F	
	1	P	P	P	(P)	P	P	P	P	P	
	Sub Total	230	90	45	27						
Option B	5	E	E	E	E	E	E	E	E	E	3
	4	(VG)	(VG)	(VG)	(VG)	(VG)	(VG)	(VG)	(VG)	(VG)	
	3	(G)	(G)	G	(G)	G	G	G	G	G	
	2	F	F	F	F	F	F	F	F	F	
	1	P	P	P	P	P	P	P	P	P	
	Sub Total	138	54	36	81						
Option C	5	E	E	E	E	E	E	E	E	E	6
	4	(VG)	(VG)	(VG)	(VG)	(VG)	(VG)	(VG)	(VG)	(VG)	
	3	G	G	(G)	G	G	G	G	G	G	
	2	F	(F)	F	(F)	F	F	F	F	F	
	1	(P)	P	P	P	P	P	P	P	P	
	Sub Total	46	36	27	54						
Option D	5	E	E	E	(E)	E	E	E	E	E	4
	4	(VG)	(VG)	(VG)	(VG)	(VG)	(VG)	(VG)	(VG)	(VG)	
	3	G	G	G	G	G	G	G	G	G	
	2	(F)	F	(F)	F	F	F	F	F	F	
	1	P	(P)	P	P	P	P	P	P	P	
	Sub Total	92	18	18	108						
Option E	5	E	E	E	(E)	E	E	E	E	E	4
	4	(VG)	(VG)	(VG)	(VG)	(VG)	(VG)	(VG)	(VG)	(VG)	
	3	G	G	G	G	G	G	G	G	G	
	2	(F)	F	F	F	F	F	F	F	F	
	1	P	(P)	(P)	P	P	P	P	P	P	
	Sub Total	92	18	9	135						

The evaluation matrix indicated that using a qualitative analysis, Option A1 (Option A with service road on the eastern side of the highway between Oxley Highway and the overbridge south of Sancrox Road) and Option A2 (Option A with service road on the western side of the highway between Oxley Highway and the overbridge south of Sancrox Road), on balance met the selection criteria better than the other options for this project. Options B was the next best option followed by Options D and E (ranked equally) with option C ranked sixth (on balance).

Relative Strategic Cost Estimates

The group were presented with the strategic costs estimates for the various options to obtain some relativity of costs between options. It was noted that at this stage, the costs were based on road lengths, were preliminary and to be used for relativity purposes only.

Relative preliminary costs of options (based on road lengths) were:

	Relative Costs	Based on Road Length
Option A1	\$ X	3.5 km
Option A2	\$ X	3.7 km
Option B	\$ 1.5X	5 km
Option C	\$ X	3.6 km
Option D	\$ 1.2X	4.5 km
Option E	\$ 2X	6 km

Summary of Option Assessment Rankings and Relative Strategic Cost Estimates

A summary of the rankings of the options based on the qualitative assessment together with the relative strategic cost estimates was tabled in a Value Matrix so that the group could draw some conclusions as to which option provided best “value for money”. The matrix appears below.

Value Matrix

	Qualitative Score/ Rank	Relative Costs
Option A1	373/ 1	\$ X
Option A2	392/ 1	\$ X
Option B	309/ 3	\$ 1.5X
Option C	163/ 6	\$ X
Option D	236/ 4	\$ 1.2X
Option E	254/ 4	\$ 2X

Recommending a Preferred Direction

As a result of the work undertaken above, the group (in two focus groups) was asked “Which option(s) should move forward as the preferred option(s) for the service road strategy to progress the project”. The focus groups were also asked to record their reasons why. However, the preference would be “subject to certain identified issues being addressed”. Also to nominate the next steps in order to determine a preferred option for the service road strategy.

The focus group conclusions as agreed by the whole group are recorded below.

Focus group 1

We recommend Options A1/A2 as the preferred option to move forward to the next stage of development

Because:

- Most efficient and safest option
- Best value for money

- Least environmental impacts
- Utilises existing asset between Fernbank Creek and Hastings River Drive
- Minimises impact on Area 13

Subject to: Nil

To progress Options A1/A2:

- For Option A1, review:
 - Impacts with connection to existing Oxley Highway
 - Impacts to proposed church adjacent to the “doughnut” roundabout (located to the northeast)
 - Meet with property owners to canvass views and ideas
 - Impact on Area 13 planning (ie. road networks)
- For Options A1 and A2:
 - Investigate DEC wildlife corridor on the western side of highway
 - Consider including the service roads in the structure planning phases for Sancrox and Area 13 developments

Focus group 2

We recommend Options A1/A2 as the preferred option to move forward to the next stage of development

Because:

- Apart from the integration criteria, they perform better relative to the other options
- Provides value for money
- Separates local from through traffic (addressing safety, amenity issues, etc)

To progress Options A1/A2:

- There are arguments for and against Option A1 and Option A2. A decision on a preferred option is subject to:
 - Further investigations including ecological, amenity impacts, etc
 - Confirmation of the integration benefits of Option A1 over Option A2

Conclusion Drawn

At the completion of the workshop, the group drew the following conclusions:

- There is a preference for either Options A1 or A2 with further work required to confirm one or the other as the preferred option
- The direction forward is now clearer on the service road strategy for the project from Oxley Highway to Blackmans Point Road
- There has been a demonstrated commitment in the workshop to work together to integrate planning (both highway and council development) to the benefit of all

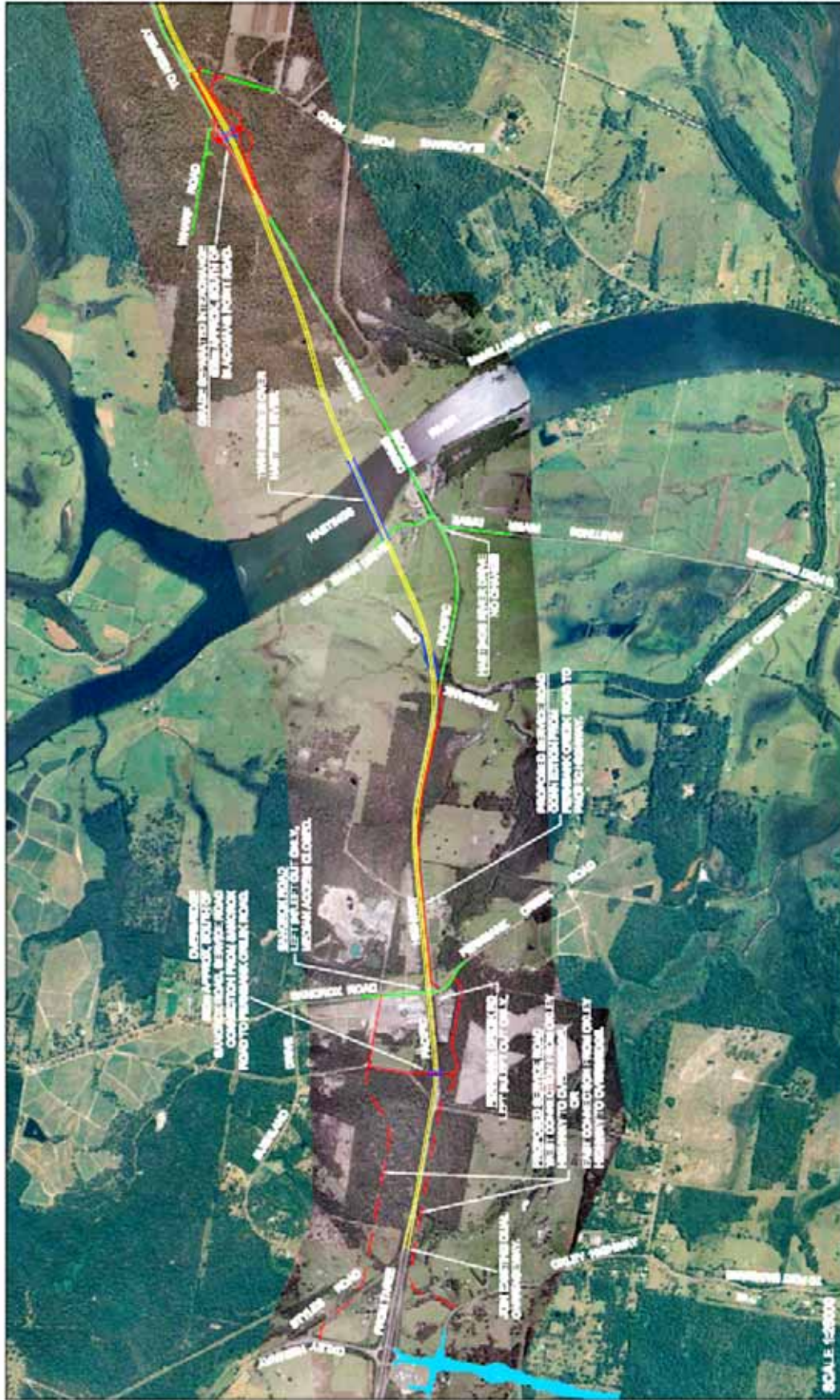
Where to From Here?

The workshop group was presented with the next steps in the process to progress the project. These were recorded as:

- As part of progressing the project, the RTA has applied for a Part 3A Planning process for the project
- There is a need for RTA to meet with the Council and the impacted property owners and determine the preferred service road strategy option (being Option A1 or A2)
- RTA needs to get formal approval for the overbridge at Sancrox Road so that development in the precinct can be progressed

- However, the Pacific Highway Team needs to go through the RTA internal review and approval process to obtain a “lock down” of the concept design and the interchanges so that it can make public announcements and provide certainty in future planning decisions for all concerned
- Expectations are that this can be undertaken during the next year. Further discussions will be required if the timeframe causes impacts to local planning timeframes to see what can be done

Appendix 3. Diagrammatic Service Road Strategy Options (as presented by GHD Study Team)



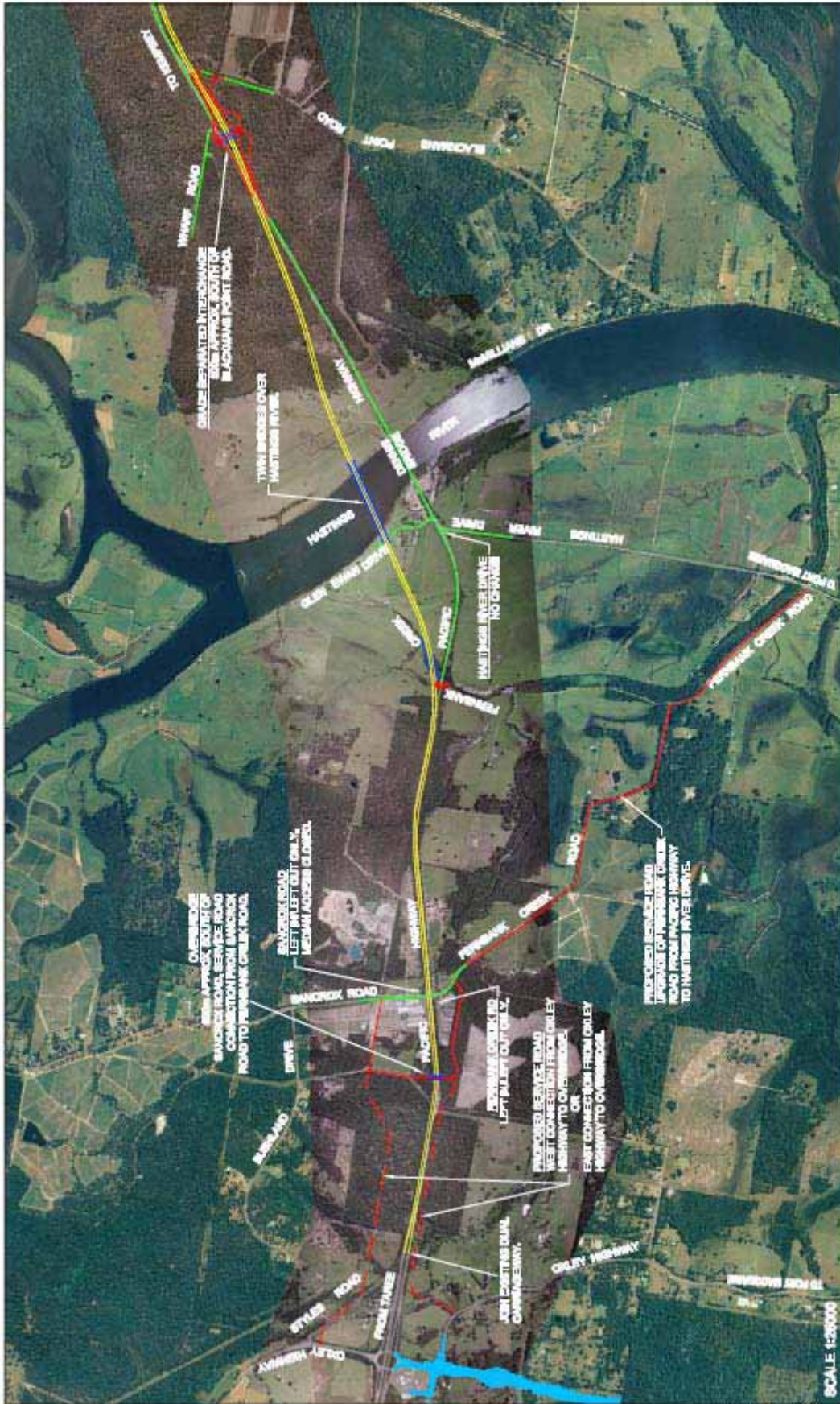
Option A

Oxley Highway to Blackmans Point Road Preferred Route - Service Road Strategy

LEGEND
 Proposed Road Closure
 Proposed Service Road
 Existing Service Road

SCALE 1:25000

Note: Service Road and Forkbank Creek Road - Full detail and construction level product



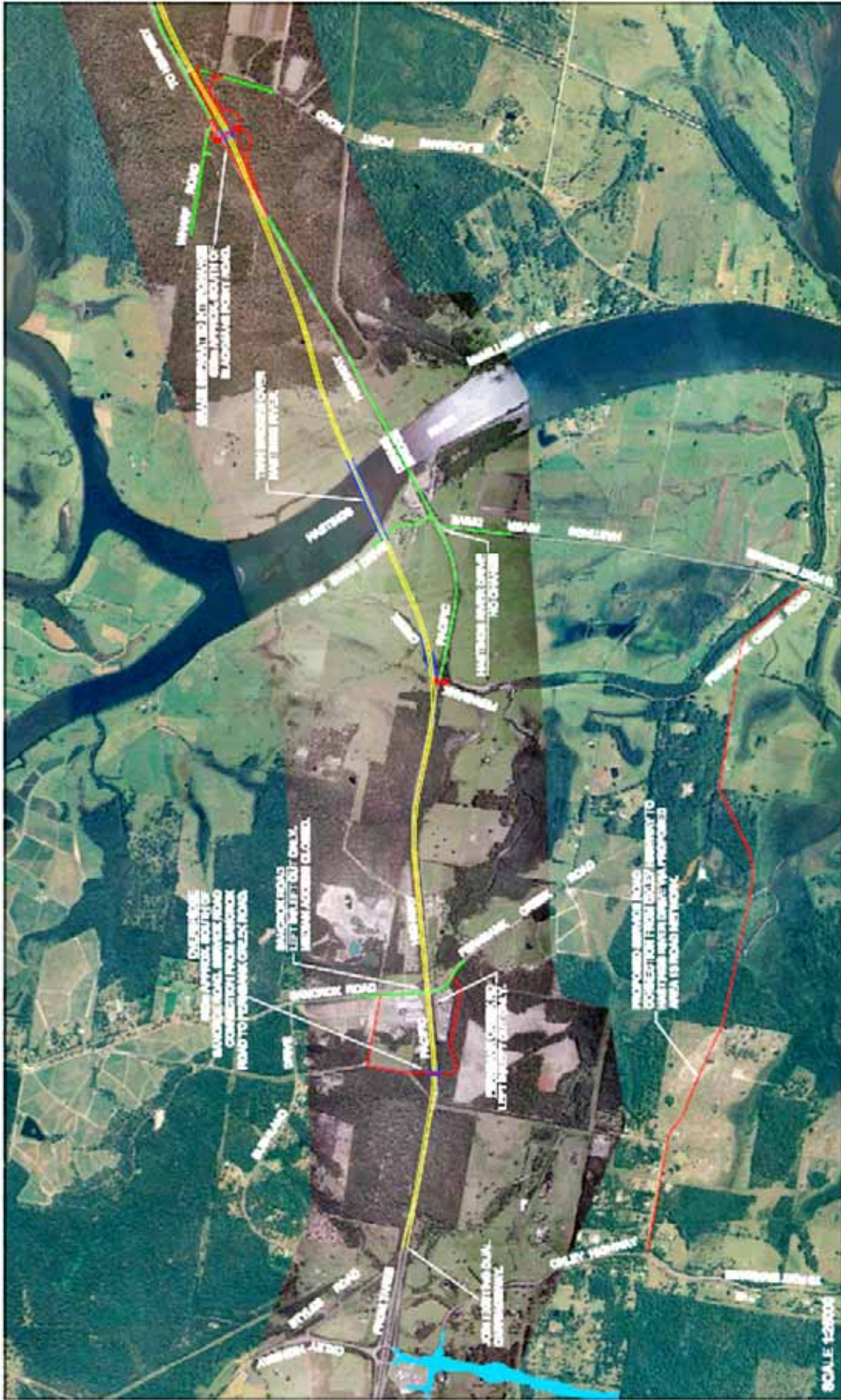
Oxley Highway to Blackmans Point Road Preferred Route - Service Road Strategy

Note:
 Sarcos Road and Fenbank Creek Road - Full acceleration and deceleration lanes provided

LEGEND
 Proposed Road Closure
 Proposed Service Road
 Existing Service Road



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Option D
 Oxley Highway to Blackmans Point Road
 Preferred Route - Service Road Strategy

LEGEND
 Proposed Road Closure
 Proposed Spruce Road
 Existing Service Road

Scale
 0 0.5 1.0 1.5
 Kilometers

Note
 Spruce Road and Ferris Creek Road - Full decision on land acquisition terms provided

