



Roads &
Maritime

Tooleybuc Bridge Replacement Value Management Workshop Report

November 2014



Prepared by:-

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1. Workshop overview

1.1 Background

The existing bridge was opened in 1925 and is one of 45 timber Allan truss lift span bridges across NSW. As a timber bridge, it requires frequent maintenance with timber materials and maintenance expertise becoming harder to find.

Across the state, truss bridges account for around 80 per cent of the timber bridge maintenance budget.

The NSW Government has developed a timber bridge replacement strategy. This strategy recommended retaining 25 timber truss bridges for heritage preservation. Tooleybuc was one that was proposed to be removed given an Allan truss is a relatively common type of timber bridge, with nearby Swan Hill bridge representing a better example.

The existing Tooleybuc bridge is not capable of supporting higher mass limit loads from freight vehicles, and so has been included in the NSW Government's "Bridges for the Bush" program of works.

Roads and Maritime Services (Roads and Maritime), in partnership with VicRoads, is planning for a new bridge over the Murray River at Tooleybuc (NSW). This new bridge would replace the existing crossing. The project is led by Roads and Maritime.

Project development has resulted in three different bridge options being short listed for evaluation. The three options are identified as follows:

- Yellow Option is a high level bridge located downstream of the existing crossing;
- Blue Option is a low level lift-span next to and upstream of the old bridge;
- Purple Option is a low level lift span which would connect to Murray Street near Grant Street.

A plan showing the options' location is included in **Section 1** of this report.

This Value Management (VM) Workshop brought stakeholders together to consider planning investigation outcomes. It also enabled a discussion of options in order to gain a shared understanding of which option might best meet the needs of the local community and road users.

VM workshops are a NSW process. The outcomes from this VM will be one of several inputs from both Victoria and NSW into selecting a preferred option.

The Australian Centre for Value Management (ACVM) was commissioned to facilitate and report on the VM/ workshop which was held on Thursday **13 November 2014**. A list of participants who attended the workshop can be found in **Appendix 1**.

This document reports on the process followed and outcomes reached in the workshop.

1.2 Workshop objectives

The objectives of the workshop were:

- To obtain a common understanding of the project and its objectives
- To review the work undertaken to date
- To recommend a preferred option or options, if appropriate, to progress the project to the next stage of development.

1.3 Workshop activities

The workshop agenda is included in **Appendix 2**.

The workshop started with an overview presentation on the project and a summary of the “journey so far”. A brief overview of options was also provided.

Following the presentations, the workshop participants talked about the project drivers and project objectives, and identified a suite of project related givens (**Section 1**).

The group then developed and weighted assessment criteria under three key categories (Functional, Socio Economic and Environmental) based on what participants considered important for later option evaluation. Relative assessment criteria weighting was completed by the whole group based on a paired comparison assessment process (**Section 2**).

Prior to assessing the options, participants identified what they believed were the advantages and disadvantages of each option. Participants then evaluated the performance of each option against the weighted criteria. The process involved comparing the relative performance of each option against the respective criterion on a 4 (best performing option against the criteria) to 1 (poor relative performance when compared to the better performing option) rating. Assessment was then converted to a numerical score and compared to a strategic capital cost assessment (**Section 3**).

1.4 Workshop outcomes

By the end of the workshop, participants had:

- **Noted** and **acknowledged** the project objectives which are:
 - Provide an improved road alignment and width on the Murray River crossing at Tooleybuc
 - Provide reliable access over the Murray River to accommodate Higher Mass Limit vehicles and over dimension loads
 - Provide reliable connection over the Murray River and minimise interruptions at the river crossing
 - Provide a replacement bridge to current standards that minimises ongoing maintenance costs
 - Demolish the existing Tooleybuc bridge structure (subject to Heritage approval)
 - Minimise environmental impacts and maximise the quality of urban and landscape outcomes.
- **Identified and weighted qualitative criteria to be used to differentiate and evaluate options as:**
 - Functional Criteria*
 - Enhance road safety
 - Improve traffic efficiency for both freight and passenger vehicles
 - Enhance cycle/pedestrian links and movements
 - Enhance access to Tooleybuc facilities
 - Maintain river craft passage.
 - Socio Economic Criteria*
 - Enhance social connectivity between NSW and Victoria at Tooleybuc
 - Minimise the impact on local and regional business operation and provide for growth

- Minimise noise and amenity impacts of traffic in residential areas
- Maintain the town's relationship with the river e.g. views and river usage
- Minimise impacts on landowners.

Environmental Criteria

- Minimise impacts on land based flora
- Minimise impacts on land based fauna
- Minimise impacts on aquatic flora and fauna
- Minimise impacts on Aboriginal heritage
- Minimise impacts on non-Aboriginal heritage
- Minimise impacts on flooding (subject to detailed design).

1.5 Recommended a preferred direction

Participants seated in sub groups were asked to reflect on the analysis and the points made in discussion and make recommendations as to which option should be considered and assessed in detail.

All four sub groups independently and **unanimously recommended** that the **yellow** option go forward for further consideration because:

- The functional and socio economic benefits are considerably better than for the blue or purple options
- The yellow option best reduces the potential for conflict between through and local traffic in Murray Street
- The yellow option eliminates the ninety degree turning requirement for vehicles travelling to / from Balranald providing an improvement in freight efficiency
- Greater opportunity to improve the safety and efficiency of the Lea Street/Lockhart Road/Murray Street intersection
- Potential to achieve real improvements in town amenity.

The recommendation is **subject** to:

- Satisfactory outcomes from the hydrology, Aboriginal heritage studies and environmental assessments
- Resolution of intersection treatments with Lea Street/Murray St/Lockhart Road
- Amenity and access for private properties in Victoria being considered and resolved
- Affected landowners being well advised and justly treated
- Community support for the revitalisation of Murray Street.

1.6 Possible improvements or enhancements

Possible areas for additional consideration and focus identified toward the end of the workshop were:

- Consideration given to the aesthetics of the bridge embankments
- Consideration for affected property owners in Victoria to retain continued access to the river
- Consideration to cyclist requirements.

2. Tooleybuc Bridge Project

2.1 The process so far

In April 2013 three broad corridors were displayed to the community. The community advised that they did not favour a lift span but also didn't want to bypass town.

In November 2013 four preliminary options were displayed to the community. All options were based on high level bridge design to reflect community feedback. Some high level options were ruled out due to impacts to Murray Street and Tooleybuc, resulting in the lift span options being re-introduced.

In May 2014 three strategic options were identified as being brought forward to the detailed study stage. These were:

Yellow Option

- High level bridge
- Allows direct connection to Murray Street via intersection
- Larger structure with larger footprint.

Blue Option

- Low level lift-span
- Next to old bridge (upstream).

Purple Option

- Low level lift-span
- Connects to Murray Street near Grant Street.

A schematic of the strategic route options is included in Appendix 3.

Specialist studies

A series of environmental specialist studies are completed or underway. Studies carried out for the project include:

Urban Design / Landscape

The Urban Design Study report provides an overview of the visual impact each new bridge option would have on the town. This includes assessing the impacts on the town's landscape character.

Socio-economic assessment

This report assesses the impacts each option would have on the social environment in town. This report also assesses the economic impacts each option would have on the local and broader community.

Noise and vibration assessment

This report predicts noise generated from the new bridge traffic, and also considers construction noise impacts. A comparison of predicted noise levels against existing noise levels has been completed.

Hydrology

Currently underway, this report will investigate how each of the options impacts the existing flood behaviour in town. The results of this report influence the design of the bridge as well as any flood mitigation measures needed.

Biodiversity

Currently underway, this report will outline the impacts each option would have on flora and fauna in the local area. This includes aquatic species and assesses connections across the new road alignment.

2.2 Project drivers

The project “drivers” for the replacement of the bridge were identified as being:

- The Increased demand for heavy vehicles
- Ongoing maintenance issues with the existing bridge
- Need to enhance road safety within Tooleybuc
- Need to maintain Tooleybuc’s viability.

2.3 Project objectives

The project objectives, as identified for Tooleybuc Bridge Project, were presented for information and discussion. The objectives were:

- Provide an improved road alignment and width on the Murray River Crossing at Tooleybuc
- Provide reliable access over the Murray River to accommodate Higher Mass Limit vehicles and over dimension loads
- Provide reliable connection over the Murray River and minimise interruptions at the river crossing
- Provide a replacement bridge to current standards that minimises ongoing maintenance costs
- Demolish the existing Tooleybuc bridge structure (subject to Heritage approval)
- Minimise environmental impacts and maximise the quality of urban and landscape outcomes.

2.4 Project givens

Aspects of the project that are deemed effectively fixed or determined were listed and discussed. The identified givens for the purpose of the assessment were:

- The new bridge will be a two lane bridge
- A separated pedestrian/cycle access will be provided on the new bridge
- Direct access will be provided to Murray Street
- Most or all of the existing bridge will be demolished
- Roads and Maritime will negotiate with Wakool Shire Council in relation to possible retention of the Tooleybuc approach span or NSW bridge pier for recreational activities
- The new bridge will cater for future freight growth
- Mensforth Park and facilities will not be directly impacted by the new bridge
- Appropriate signage will be provided
- Irrespective of which option is selected, there will be some impact on the Victorian landholders
- There will be an increase in the number and size of heavy vehicles using this route
- There will be a change in traffic volumes and mix in Murray street
- Access to Victorian properties will be maintained.

3. Option assessment criteria

3.1 Developing the assessment criteria

The workshop group agreed to employ a silo or category approach for criteria selection and option assessment. The agreed areas or silos comprised Functional; Socio-economic; and Environmental criteria.

Prior to the workshop, draft criteria were identified and listed for discussion under the identified categories. Prior to accepting the criterion, the participants need to satisfy themselves that:

- The criterion is discrete i.e. the intent has not been double counted;
- The criterion will enable us to differentiate between options.

Capital cost estimates were separated from the criteria assessment, but introduced as separate information to guide any decision making.

The criteria identified and agreed to be the group under the respective categories is reproduced below:

Functional criteria

#	Criteria	Is the criterion discrete?	Will the criterion enable differentiation?
A	Enhance road safety	Yes	Yes
B	Improve traffic efficiency for both freight and passenger vehicles	Yes	Yes
C	Enhance cycle/pedestrian links	Yes	Yes
D	Enhancing access to Tooleybuc facilities	Yes	Yes
E	Maintain river craft passage	Yes	Yes

Socio economic criteria

#	Criteria	Is the criterion discrete?	Will the criterion enable differentiation?
A	Enhance social connectivity between NSW and Victoria at Tooleybuc	Yes	Yes
B	Minimise the impact on local and regional business operation and provide for growth.	Yes	Yes
C	Minimise noise and amenity impacts of traffic in residential areas	Yes	Yes
D	Maintain the town's relationship with the river e.g. views and river usage.	Yes	Yes
E	Minimise impacts on landowners	Yes	Yes

Environmental criteria

#	Criteria	Is the criterion discrete?	Will the criterion enable differentiation?
A	Minimise impacts on land based flora and fauna	Yes	Yes
B	Minimise impacts on aquatic flora and fauna	Yes	Yes
C	Minimise impacts on Aboriginal heritage	Yes	Yes
D	Minimise impacts on non-Aboriginal heritage	Yes	Yes
E	Minimise impacts on flooding (subject to detailed design)	Yes	Yes

3.2 Assessment criteria weighting

Relative weighting of assessment criteria was completed by the whole group using a paired comparison approach. This process involved assessing the relative importance of the respective criteria by comparing each criterion to every other criterion to determine which is collectively viewed as being the most important. A weighting was then assigned to the preference ie a weighting of 3 assigned for a major preference, a weighting of 2 for a medium preference and a weighting of 1 for a minor preference. If the group was unable to differentiate between the two criteria under consideration they are given equal weight.

The group's workings and their weightings of the assessment criteria for each category are below:

Functional criteria

No.	Criteria	Raw Score	Relative Weight
A	Enhance road safety	4	40%
B	Improve traffic efficiency for both freight and passenger vehicles	2.5	25%
C	Enhance cycle/pedestrian links	1	10%
D	Enhancing access to Tooleybuc facilities	2.5	25%
E	Maintain river craft passage	0	0%
Total		10	

Scoring matrix

The workings for the relative assessment are shown below.

	B	C	D	E
A	A	A	A	A
B		B	B/D	B
C			D	C
D				D

Socio economic criteria

No.	Criteria	Raw Score	Relative Weight
A.	Enhance social connectivity between NSW and Victoria at Tooleybuc	0	0%
B	Minimise the impact on local and regional business operation and provide for growth.	3	30%
C.	Minimise noise and amenity impacts of traffic in residential areas	2.5	25%
D.	Maintain the town's relationship with the river e.g. views and river usage.	3.5	35%
E.	Minimise impacts on landowners	1	10%
	Total	10	

Scoring matrix

The workings for the relative assessment are shown below.

	B	C	D	E
A	B	C	D	E
B		B/C	B/D	B
C			D	C
D				D

Comments

The participants agreed that the criterion weighting was a fair assessment of relative importance.

Environmental criteria

No.	Criteria	Raw Score	Relative Weight
A	Minimise impacts on land based flora and fauna	1.5	15%
B	Minimise impacts on aquatic flora and fauna	1.5	15%
C	Minimise impacts on Aboriginal heritage	1.5	15%
D	Minimise impacts on non-Aboriginal heritage	1.5	15%
E	Minimise impacts on flooding (subject to detailed design)	4	40%
	Total	10	100

Comments

The participants agreed that the criterion weighting was a fair assessment of relative importance.

Scoring Matrix

The workings for the relative assessment are shown below.

	B	C	D	E
A	A/B	A/C	A/D	E
	B	B/C	B/D	E
		C	C/D	E
			D	E

Comments

The participants agreed that the criterion weighting was a fair assessment of relative importance.

3.3 Summary

A summary of the weightings of the assessment criteria within the three categories as determined by the group for option assessment appears below.

Assessment criteria					
Functional		Socio economic		Environmental	
Criteria	Wt	Criteria	Wt	Criteria	Wt
Enhance road safety	40%	Enhance social connectivity between NSW and Victoria at Tooleybuc	0%	Minimise impacts on land based flora and fauna	15%
Improve traffic efficiency for both freight and passenger vehicles	25%	Minimise the impact on local and regional business operation and provide for growth.	30%	Minimise impacts on aquatic flora and fauna	15%
Enhance cycle/pedestrian links	10%	Minimise noise and amenity impacts of traffic in residential areas	25%	Minimise impacts on Aboriginal heritage	15%
Enhancing access to Tooleybuc facilities	25%	Maintain the town's relationship with the river e.g. views and river usage.	35%	Minimise impacts on non-Aboriginal heritage	15%
Maintain river craft passage	0%	Minimise impacts on landowners	10%	Minimise impacts on flooding (subject to detailed design)	40%

4. Assessment of the options

4.1 Advantages and disadvantages of the options

Prior to evaluating the relative performance of the options, the participants identified the advantages and disadvantages of the options. The aspects as identified were:

Yellow River Crossing

Advantages

- Removes large and heavy vehicles from Murray Street
- Separates through and local traffic within town
- Improves the amenity in Tooleybuc
- Incorporates a straighter alignment which would reduce noise impacts and avoid the need for a turning movement for through traffic
- Provides free road movements and river movements by not having a lift span
- Requires less maintenance due to not having a lift span, resulting in lower maintenance costs and fewer disruptions
- Upgrades the Murray Street/Lea Street/Lockhart Road intersection by providing protected right turn into Murray Street and improved pedestrian safety
- Potentially provides a vista for drivers and pedestrians into town and along the river
- Provides potential to improve river bank stability in the vicinity of the abutment.

Disadvantages

- Loss of views (due to the bridge abutments) from surrounding properties and from town
- Greater flora and fauna impacts
- Impact on the existing boat ramp which might prove to be an advantage if it needs to be relocated
- Possible noise impacts for some properties due to proximity of new road
- Less passing traffic which might impact on local businesses
- Greater property acquisition than for the other options
- A larger number of properties effected
- Possible reduction in accommodation options.

Blue River Crossing

Advantages

- Less impacts on flora and fauna
- Makes most use of existing road in Victoria
- Minimises private property impacts
- Provides passing traffic for local traders
- Maintains river views.

Disadvantages

- Increased noise from increased traffic volume and the likely mix of traffic
- Incorporates existing two 90 degree turns and two sharp bends which contribute to noise and reduces efficiency
- Increased traffic through town adversely impacts on pedestrian and other road user safety within the town centre
- Does not separate through and local traffic within town
- Limits opportunity for reusing any portions of the old bridge
- Truck parking within town limits opportunity for other light vehicle parking
- Disruption to traffic due to the operation of the lift span
- Possible impacts on emergency services during lift span operation
- Ongoing maintenance and installation costs for the lift span component
- Loss of possible amenity for Lacey Park.

Purple River Crossing

Advantages

- Moderate impacts on flora and fauna
- Minimal private property and acquisition impacts
- Provides or maintains passing traffic for local traders
- Maintains river views.

Disadvantages

- Increased noise from increased traffic volume and the likely mix of traffic
- Incorporates two 90 degree turns and a sharp bend which contribute to noise and reduces efficiency
- Increased traffic through town adversely impacts on pedestrian safety within the town centre
- Does not separate through and local traffic within town
- Truck parking within town limits opportunity for other light vehicle parking
- Disruption to traffic due to the operation of the lift span
- Possible impacts on emergency services during lift span operation
- Ongoing maintenance and installation costs for the lift span component
- Heavy traffic passes closer to motel and nearby residents around Grant street
- Alignment allows for greater travel speed approaching Murray street and is considered to be a safety issue
- Loss of possible amenity for Lacey Park.

4.2 Option evaluation

A presentation was provided on the main options under consideration.

It was emphasised that these options were at a pre-concept stage and were still in need of detailed design improvements.

The group felt that it was now in a position to evaluate the options against the weighted assessment criteria developed in the workshop. The group worked as a whole and in turn evaluated the options using the weighted assessment criteria in each of the three categories.

The options were judged on a qualitative basis of how well each option met each category's assessment criteria relatively on a scale of 4 to 1. The option which best addressed or met the specific criteria was allocated the score of 4. Then the group assessed the relative performance of the other option under that criterion. The score 3 meant the performance was a little bit worse, 2 was a bit worse still and 1 was a fair bit worse.

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

The group's assessment for the crossing options follows.

4.3 Evaluation of crossing options against functional assessment criteria

Options	Wt	Yellow		Blue		Purple	
		<i>Rate</i>	Σ	<i>Rate</i>	Σ	<i>Rate</i>	Σ
Enhance road safety	40%	4	160	2	80	2	80
Improve traffic efficiency for both freight and passenger vehicles	25%	4	100	2	50	2	50
Enhance cycle/pedestrian links	10%	4	40	3	30	3	30
Enhancing access to Tooleybuc facilities	25%	3	75	4	100	4	100
Maintain river craft passage	0%	4	0	3	0	3	0
Total Weighted Score			375		260		260

4.4 Evaluation of options against socio economic assessment criteria

Options	Wt	Yellow		Blue		Purple	
		Rate	Σ	Rate	Σ	Rate	Σ
Enhance social connectivity between NSW and Victoria at Tooleybuc	0%	4	0	4	0	4	0
Minimise the impact on local and regional business operation and provide for growth.	30%	4	120	3	90	3	90
Minimise noise and amenity impacts of traffic in residential areas	25%	4	100	1	25	1	25
Maintain the town's relationship with the river e.g. views and river usage.	35%	4	140	2	70	2	70
Minimise impacts on landowners	10%	1	10	4	40	3	30
Total Weighted Score			370		225		215

4.5 Evaluation of options against environmental assessment criteria

Options	Wt	Yellow		Blue		Purple	
		Rate	Σ	Rate	Σ	Rate	Σ
Minimise impacts on land based flora and fauna	15%	1	15	4	60	3	45
Minimise impacts on aquatic flora and fauna	15%	4	60	3	45	3	45
Minimise impacts on Aboriginal heritage	15%	1	15	4	60	3	45
Minimise impacts on non-Aboriginal heritage	15%	4	60	4	60	4	60
Minimise impacts on flooding (subject to detailed design)	40%	3	120	4	160	4	160
Total Weighted Score			270		385		355

4.6 Summary of crossing option evaluation

A summary of the options rankings against the various assessment categories together with the ranking of the capital cost estimates appears below.

In regard to the Capital cost it was noted that the difference in costs was not material and by itself would not determine preference.

Rank	Functional	Socio Economic	Environmental	Capital Cost Rank
1	Yellow (375)	Yellow (370)	Blue (385) and Purple (355)	All considered equal
2	Blue and Purple (260)	Blue (225) and Purple (215)		
3			Yellow (270)	

4.7 Recommending a preferred direction

As a final review, four sub groups were requested to reflect on the analysis and if possible offer a recommendation as to which option should be progressed for further development.

The four sub groups' recommendations are outlined below.

Sub Group 1

Recommend that the **yellow** option go forward for further consideration because:

- The functional and socio economic benefits are considerably better than for the blue and purple options.

Subject to:

- Satisfactory outcomes from the hydrology and Aboriginal heritage studies
- Resolution of property access issues along the alignment within Victoria
- Community support for the revitalisation of Murray Street.

Sub Group 2

Recommend that the **yellow** option go forward for further consideration because:

- Reduced potential for conflict between through and local traffic in Murray Street
- Elimination of the ninety degree turning requirement for vehicles travelling to / from Balranald, thereby providing an improvement in freight efficiency
- Potential for revitalisation along Murray Street.

Subject to:

- Finalisation of the hydrology study and satisfactory outcomes
- Resolution of intersection treatments with Balranald Road
- Amenity and access for private properties on the Victorian side being considered and resolved.

Sub Group 3

Recommend that the **yellow** option go forward for further consideration because:

- General safety considerations are better addressed by the yellow option
- Greater opportunity to improve intersection treatment
- Potential for improvements in the town dynamics.

Subject to:

- Finalisation of the hydrology study
- Finalisation of environmental investigations.

Sub Group 4

Recommend that the **yellow** option go forward for further consideration because:

- It is considered a better overall option for the town
- It will achieve an improvement in town amenity.

Subject to:

- All necessary environmental requirements being addressed, including those for the removal of trees
- Affected landowners being well advised and justly treated.

4.8 Possible improvements or enhancements

Possible areas for additional consideration and focus identified near the end of the workshop were:

- Consideration given to the aesthetics of the bridge embankments
- Consideration for affected property owners in Victoria to retain continued access to the river
- Consideration to cyclist requirements.

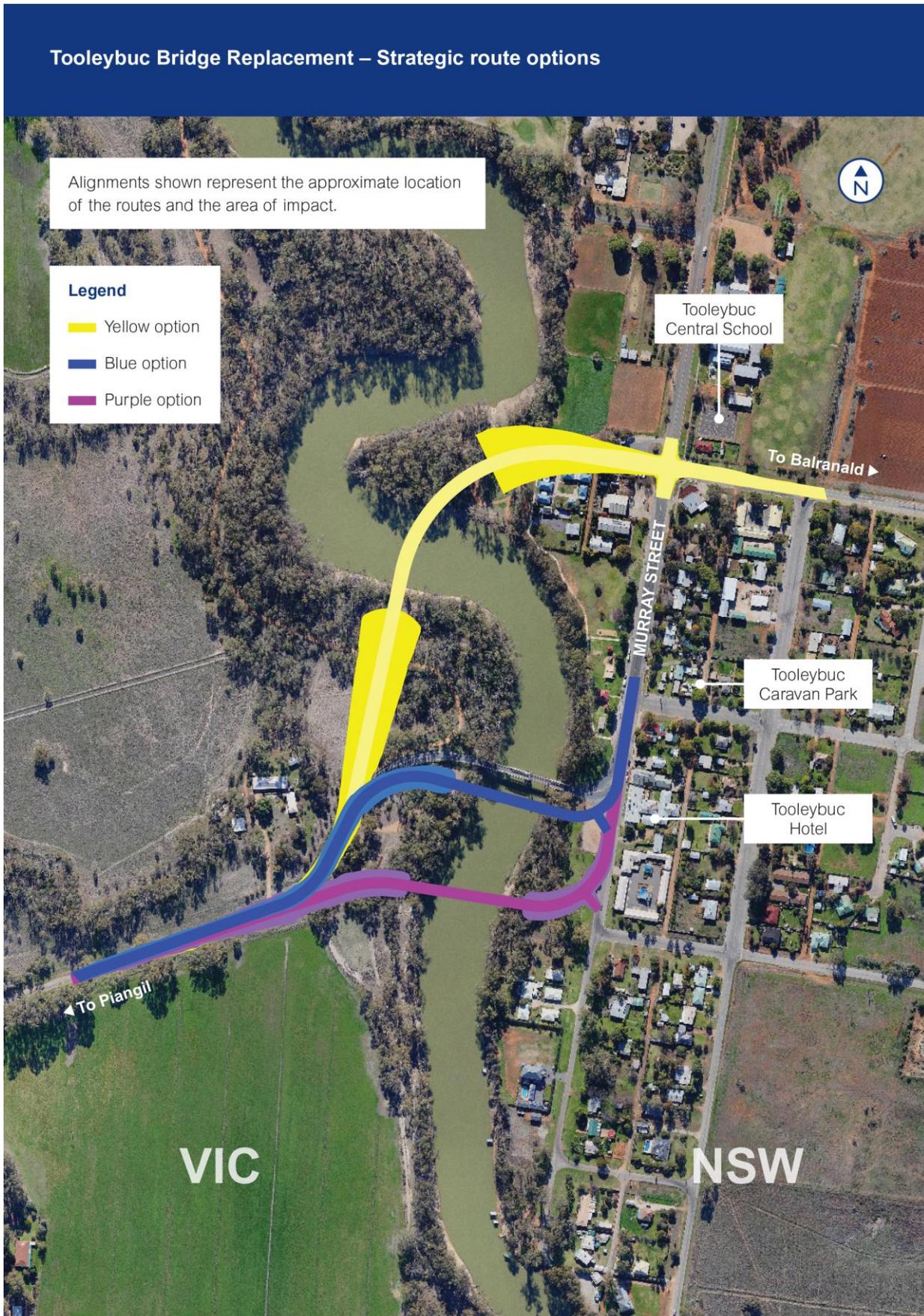
Appendix 1. Workshop participants

Tim Wilson , Roads and Maritime Project Development Manager
Brendan Maher , Roads and Maritime Senior Project Manager, Delivery
Steve Warrell , Roads and Maritime Senior Project Development Manager
Graham Fry , VicRoads Senior Strategic Planning Officer
Gary Kerr , Wakool Shire Council
Kristy Campbell , Roads and Maritime
Bruce Bates , Roads and Maritime Western Region
Bev Porteous , Landowner
Aaron Drenovski , Balranald Shire Council
Helen Porteous , Landowner
Deb and Ken Porteous , Landowners
Leon Caccaviello , Landowner
Ron Brehm , Tooleybuc Motel
Dean Howard , Roads and Maritime Senior Project Development Officer
James Gorrie , Roads and Maritime Lead Road Designer
Justin Hyde , Roads and Maritime Road Designer
Greg Sylvester , Tooleybuc Club Motor Inn
Chirs Molloy , Tooleybuc Sports Club
Glenys Connolly , Tooleybuc Post Office
Luke Bott , VicRoads
David Leahy , Swan Hill Rural City Council
Gary Norton , Swan Hill Rural City Council
Chris Laird , ACVM

Appendix 2. Workshop agenda

Time	Agenda Item	Responsibility
8.45 am	Coffee	
9.00 am	Introduction <ul style="list-style-type: none"> • Welcome and Project Context • Description of the workshop process 	Steve Warrell Chris Laird
	Information Phase <ul style="list-style-type: none"> • Project overview and the journey so far including an outline of the project purpose and objectives 	Tim Wilson
	Analysis Phase <ul style="list-style-type: none"> • Restate the project purpose and objectives • Givens/Constraints we are working within • Review and weigh the assessment criteria to evaluate the route options 	All
12.30 pm	Lunch	
	Review and Assessment of the Route Options <ul style="list-style-type: none"> • Review of the Route Options <ul style="list-style-type: none"> – Presentation of the route options (key features, advantages, issues, cost) – Other advantages and issues • Evaluate the route options using the reviewed assessment criteria and their weightings as well as the route option costs 	Tim Wilson All
	The Way Forward <ul style="list-style-type: none"> • Recommend a preferred direction to progress the project • Summary of workshop outcomes and decisions • Where to from here? 	All Steve Warrell
4.30 pm	Close	

Appendix 3. Tooleybuc bridge replacement strategic options





[rms.nsw.gov.au/ projects/south-western/tooleybuc-bridge/index.html](http://rms.nsw.gov.au/projects/south-western/tooleybuc-bridge/index.html)



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Customer feedback
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