

# Meeting Notes



Transport  
Roads & Maritime  
Services

JUNE 2012

## Berry to Bomaderry upgrade

An additional community focus group meeting for the Berry to Bomaderry upgrade was held on 21 June 2012 at the Nowra Showground Pavilion.

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### Summary – Purpose of the meeting

Roads and Maritime Services convened a series of focus group meetings for the Berry to Bomaderry upgrade inviting residents potentially impacted by the proposed design. Three community meetings were held in May 2012 to discuss the proposal. Due to community interest, an additional meeting was organised on 7 June, with a further meeting held on 21 June to specifically discuss the proposed heavy vehicle rest area and enforcement bay.

The aim of the 21 June meeting was to advise residents of the need for the two types of heavy vehicle facilities being proposed, the process for choosing the location, as well as provide any updates since the facilities were first raised with the community. The meeting also provided the community with an opportunity to ask questions and raise issues associated with the heavy vehicle rest area and enforcement bay.

The meeting was opened and facilitated by Wendy Carlson of the AECOM project team. Nick Boyd, RMS Project Manager, provided a slide presentation showing separate details of the proposed heavy vehicle rest area and enforcement bay concept design. This included possible amendments to the location of the heavy vehicle rest area and operational requirements for the enforcement bay. The presentation was supported by technical staff from RMS. The meeting was then open to questions from the community.

Approximately 40 local residents attended the meeting. The following is a summary of the issues raised at the meeting and of the responses from RMS.

<i>Questions &amp; Comments</i>	<i>Response/Action</i>
<b>Regarding the proposed change to the location of the rest area to South Nowra, will there still be lights continuously operating at the site of the inspection bay?</b>	The proposed enforcement bay would be a part time facility and would be street lit only when being used.
<b>How many trucks can be accommodated at the proposed South Nowra rest area? Will it be able to take b-doubles?</b>	Eight trucks could potentially be accommodated at the South Nowra site, including b-doubles, but this is subject to further detailed design analysis.
<b>Why is the enforcement bay proposed to</b>	This is the preferred northbound location for an



<b>be located at Meroo Meadow?</b>	<p>enforcement bay within the Bomaderry to Berry area, both in terms of strategic network placement and operational design criteria.</p> <p>The enforcement bay has been proposed to be north of Meroo Road as any further south is less likely to intercept freight originating from Bomaderry. RMS would prefer to intercept trucks close to Meroo Road as a location further north would increase the time that a non-compliant truck may be on the road network. If the facility were to be placed further north towards the Illawarra it would have reduced effectiveness as other routes become available to drivers to avoid detection.</p> <p>The proposed location also suits the operational needs of the heavy vehicle enforcement officers. The geometry of the road at that location is on the outside curve of the road which would enable heavy vehicle enforcement officers to flag trucks to the facility early and safely.</p>
<b>Concerns about the visibility and of the enforcement bay on approach to Meroo Meadow.</b>	<p>The new upgraded highway alignment will be flatter, which will improve site distances for oncoming vehicles.</p>
<b>Property issues associated with driveways entering the highway near the truck enforcement bay.</b> <b>Will the highway be raised and if so will driveways be raised to the same level as the highway? How will property access be retained?</b>	<p>As design work progresses this will be further investigated in consultation with impacted property owners.</p>
<b>Questions around relocating truck enforcement bay further north or in other areas outside of the Berry to Bomaderry project.</b>	<p>The issues are the effectiveness of keeping the enforcement bay close to the origin of truck journeys from Bomaderry, minimising the time an unsafe truck is on the road and reducing opportunities for heavy vehicle operators to avoid the facility. There have been a number of alternative locations suggested by community members and these will be assessed to determine if any are feasible alternatives.</p>
<b>What will be the hours of operation of the enforcement bay?</b>	<p>Officers will analyse when the times of highest risk are likely to be – mostly this is during the late afternoon, but theoretically, it could be at any time particularly if officers receive intelligence that indicates a need for surveillance.</p>



<b>Are both ends of the enforcement bay locked to avoid anti-social behaviour?</b>	The entry will be locked. It would be difficult for vandals to reverse into the site from a 100km speed zone, however a second gate at the exit could be considered.
<b>What is the frequency of trucks being pulled over?</b>	Enforcement officers generally manage around 16 intercepts per eight hour shift, or roughly one intercept each half hour. There is about a 50% (or 1 in 2 trucks) infringement rate, with varying levels of seriousness.
<b>Concerns about the safety, grades and noise impacts of stopping a truck which has just entered the 100km speed zone, in terms of trucks braking and local vehicles entering the highway from driveways at that location.</b>	<p>The upgraded highway alignment at this location is currently designed as about a 0.5% downhill grade, which is essentially level and is flatter than the existing Princes Highway alignment.</p> <p>Property access issues will be considered as the design progresses in consultation with residents.</p>
<b>Concerns about environmental impacts, including noise and visual impacts.</b>	Environmental impacts will be considered as part of the Review of Environmental Factors. There will be further opportunities for community feedback when the REF is displayed with the final concept design next year.
<b>An alternative location for the enforcement bay could be Graham Park – has this been considered?</b>	Alternative enforcement bay locations will be reviewed to determine their feasibility.
<b>If it is important to have the enforcement bay at Meroo Meadow, wouldn't the rest area be as important to have in the same location?</b>	The two facilities are independent of each other and are required under different road safety strategies. The heavy vehicle rest areas need to be located at about 100km spacings from other rest opportunities on the NSW road network, and a truck park at either Meroo Meadow or South Nowra would satisfy this requirement. The enforcement bay on the other hand is preferred to be placed north of Meroo Road to intercept vehicles originating from the Nowra – Bomaderry area.