

<b>Name of meeting:</b>	Waterfall Way Community Information session		
<b>Location of meeting:</b>	Uniting Church, Bellingen		
<b>Date</b>	18/09/14	<b>Time:</b>	18.00 – 20.00
<b>Subject:</b>	Waterfall Way Road Safety Review – Final report		

## MEETING NOTES

Sonia George, Coordination Manager, Northern Region, presented on the outcomes and recommendations of the Waterfall Way Road Safety Review.

The presentation, road safety review and the action plan for the Nambucca Heads to Urunga Pacific Highway project are available on the Waterfall Way website.

These notes discuss the issues and comments raised by the community at the workshop:

<b>Issue/comment</b>	<b>Project response</b>
The speed limit of 100k/h on the mountain road should be reduced.	There will be a speed zone review carried out from Thora to Dorrigo. The meeting was reminded that the 100k/h is the State speed limit and drivers should drive to the conditions not to the speed limit.
The pedestrian crossing in Bellingen is too close to the intersection.	This issue will be considered as part of the recommendation for Council to develop a high pedestrian activity plan for Waterfall Way through Bellingen.
Gordonville cutting is very dangerous due to falling rocks.	There is a slope risk management plan in place for this area that aims to reduce the risk and likelihood of falling rocks. Observations and surveys are conducted regularly, particularly after rain events and risk assessments are updated. The risk cannot be eradicated but these measures reduce and manage the risk.
Concern about the trees growing in Gordonville cutting and the weight could cause a land slide.	The slope risk management plan will look at these factors and steps will be put in place to reduce the risk of rock slides.
Heavy vehicles speeding through the Gordonville cutting have been observed which is dangerous.	The police have increased their presence on Waterfall Way. Any dangerous driving observed should be reported to the police.

<p>The road and the driving conditions are not fit for quarry traffic.</p>	<p>Waterfall Way is a state road and heavy vehicles are entitled to use this road to service local communities, economy and industry. Heavy vehicles regularly seen on this route include quarry trucks, cattle trucks, refrigerated transport, log trucks and school buses.</p> <p>The road safety review and action plan aims to minimise the risk and impact on the local community from the increase in quarry movements.</p> <p>Also, the contractor for the upgrade of the Pacific Highway between Nambucca Heads and Urunga has developed an Action Plan to demonstrate to the community how it proactively manages project truck movements on Waterfall Way, including behaviour of drivers.</p>
<p>Will there be a speed review at Fernmount?</p>	<p>Yes, the village will be included in the speed zone review between the Pacific Highway and Fernmount.</p>
<p>The whole road needs to be upgraded.</p>	<p>The road safety review identifies ways to improve safety for all road users. A strategic planning review 'Corridor Strategy' will commence on Waterfall Way shortly and this document will look at the road corridor and current and future use. The strategy will be used in future long term planning. The strategy will be a good opportunity to influence long term road planning and improvement work for Waterfall Way. The corridor strategy will influence and provide an evidence base for all future budget negotiations.</p>
<p>Good to see the increased police patrols during the day but don't see them at night when trucks are using their air breaks, particularly at Camerons Corner.</p>	<p>The comment was noted and will be raised with relevant officers.</p>
<p>Why are areas of the road which are not in bad state of repair keep getting replaced, when there are some areas that are worse?</p>	<p>This is to preserve the longevity of the good road surface and prevent it from getting to the state of disrepair that requires major rehabilitation, such as at Sweedman's Lane.</p>

<p>Are heavy vehicles allowed to cross double lines in the centre of the road?</p>	<p>ROAD RULES 2008 - REG 139 states:</p> <p><i>(2) A driver on a road with a dividing line may drive to the right of the dividing line to avoid an obstruction if:</i></p> <ul style="list-style-type: none"> <li><i>a) the driver has a clear view of any approaching traffic, and</i></li> <li><i>b) it is necessary and reasonable, in all the circumstances, for the driver to drive to the right of the dividing line to avoid the obstruction, and</i></li> <li><i>c) the driver can do so safely.</i></li> </ul> <p><i>(3) For subrule (2), if the dividing line is a single continuous dividing line to the left of a broken dividing line, a single continuous dividing line only or 2 parallel continuous dividing lines, the hazard in driving to the right of such a dividing line must be taken into account in deciding whether it is reasonable to drive to the right of the dividing line.</i></p>
<p>Why wasn't a bypass of Bellingen included in the review?</p>	<p>The future needs and purpose of Waterfall Way, including through Bellingen, will be considered as part of a road corridor strategy, which is to be developed.</p>
<p>What categorises a road as a State Road?</p>	<p>State roads are the principle traffic carrying and linking routes for the movement of people and goods in NSW. Waterfall Way is an important 200 kilometre link from Armidale to Coffs Harbour.</p>
<p>An independent review needs to take place as to whether Waterfall Way is suitable for the increased in truck movements.</p>	<p>Roads and Maritime will continue to closely monitor the performance of Waterfall Way, particularly between October and July 2015 when there will be increased truck movements.</p>
<p>Would like an independent crash survey carried out.</p>	<p>Crash statistics recorded by Roads and Maritime are confined to crashes that conform to the national guidelines for reporting and classifying road vehicle crashes (<i>Road Traffic Accidents in New South Wales 2001: Statistical Statement</i>). Casualty crashes for the five year period 2009 to 2013 and fatal crashes in 2013 (as at 18 February 2013) were analysed.</p>
<p>Is there funding to accompany this work?</p>	<p>There is some funding associated with this work and we are looking to getting more funds.</p>
<p>There is going to a 400 per cent increase in truck movements.</p>	<p>It is not a 400 per cent increase. The expansion of the quarry allows for a maximum of 200 laden truck movements a week, which equates to around 40 per day.</p>
<p>How long until Sweedman's Lane is completed?</p>	<p>Stage 1 of Sweedmans Lane project will start in early 2015 and will be finished by mid 2015, weather permitting. Completion of Stage 2 will depend on future funding.</p>

