Community Workshop Waterfall Way Upgrade – Workshop Notes
Pacific Highway to Connells Creek

Meeting Agenda: -
- Introduction;
- GeoLINK Presentation;
- RTA Introduction;
- Groups activity / discussion;
- Groups Presentation; and
- Meeting close.

INTRODUCTION: by Sonia George – RTA Communications Manager

PRESENTATION: by Roy Marsh – RTA Project Manager and Simon Waterworth – GeoLINK

GROUP PRESENTATIONS ON ISSUES TO BE CONSIDERED BY RTA:

Group A
- Poor standard of Cameron’s Corner.
- Very dangerous alignment and corners at Raleigh Dam.
- Can there be a raised section of road to cross wetland corner?
- Push road alignment north-east from Shortcut Road intersection to Cameron’s Corner (1550 -1800m).
- Push road alignment north at Cameron’s Corner (1800 – 2100m).
- Realign road over Raleigh Dam to improve alignment (1100 – 1500m).
- Upgrade road section 600m – 1100m.
- Reduce speed to 70km/h.

Group B
- Improve Drainage for Wetland.
- Improve road for emergency service vehicles.
- Improve road width and reduce speed.
- Reclaim part of Raleigh Dam and farmland to realign road.
- Would accept the previous road realignment design that the RTA prepared in which some of the wetland is shaved off/impacted upon.
Group C
- Do not want a high speed road.
- Reclaim part or all of Raleigh Dam and farmland to realign road.
- Improve Shortcut Road intersection.
- Include passing lanes and protected turning lanes.
- Generally accept the loss of some of the wetland's outer edge.
- Need to improve safety for school bus stops.
- Enforce traffic and road rules.
- Improve the road's flood immunity, particularly at Cameron's corner/the wetland.

Group D
- Concerned about wetland damage; want to protect wetland in its entirety.
- Concerns about the road's general safety.
- Improve Shortcut Road intersection.
- Realign Cameron's Corner toward the north, avoiding the wetland.
- Reclaim part or all of Raleigh Dam and farmland to realign road.
- Reseal and improve the areas road pavement.
- If major funding was awarded, straighten out the whole subject section of Waterfall Way.
- Develop tourism opportunities around the wetland.
- Maintain the tourist route quality of Waterfall Way.
Group E
- Significantly improve flood immunity of the road.
- Protect the wetland and do not alter its natural drainage patterns and functions etc.
- Raise road near Cameron’s Corner on pillars to allow for greater flood immunity and support the wetland’s drainage, plus accommodate tidal surge periods of the river.
- Concerned about the road’s general safety.
- Want a maximum speed of 80km/h.
- Improve Shortcut Road intersection and provide passing lanes.
- Realign and widen road and provide adequate shoulders for safe cycling – separate cycle way and road with guardrail to improve safety.
- Possibly shift alignment near Shortcut Road to the north.
- Maintain the tourist route quality of Waterfall Way and provide for rest stops and viewing areas.
- Fauna crossing issues.

Group F
- Realign subject road section.
- Reclaim part or all of Raleigh Dam to realign road.
- Widen pavement and shoulders over whole project.
- Avoid the wetland at Cameron’s Corner.
- Rehabilitate degrade wetland.
- Improve signage locations with regard to safety issues.
Group G
- Concerns about the road's general safety.
- Remove crests west of Cameron’s Corner.
- Reposition signage that hinders visibility.
- Improve road alignment/poor corners, width and pavement quality.
- Improve Shortcut Road intersection with protected turning lanes.
- Would accept a road alignment that shaves off some of the ECC wetland.
- Improve flood immunity.
- Maintain the tourist route quality of Waterfall Way.
- Believe the upgrade will support economic growth.

Group H
Members of this group posed some questions in their overall comments regarding the plan to realign this section of Waterfall Way.
- What evidence and safety requirements demand this upgrade compared to other areas of Waterfall Way that are substandard?
- What is the rationale behind realigning Cameron’s Corner?
- Has a plan/design already been discussed with council?
- Is there funding to completely straighten out this section of road?

The Group’s concerns/opinions were:
- Protect the wetland in its entirety and preserve its natural functions.
- Concerned about the damage road works near the wetland could inflict.
- Improve road width to incorporate suitable shoulders and subsequently support safer bicycle usage.
- Concerned about value for money and the quality of the finished product, e.g. road pavement.
- Concerned about the notion of bigger/wider roads encouraging higher speeds and increased heavy vehicle usage.
Would rather see the subject section of road widened and resurfaced rather than realigned.
Would like money invested into public transport and the promotion of alternative transport methods (e.g. car pooling and cycling) for the local area.
Want the potential impacts of increased through traffic on Bellingen to be considered.

Group I
This group was concerned about the big picture plan for Waterfall Way considering the amount of money being spent on it.

The group’s concerns/opinions were:
- Protect the wetland in its entirety.
- Concerned about the damage road works near the wetland could inflict. Do not want wetland’s hydrology or natural functions altered.
- General safety concerns.
- Concerned about more vehicles (including heavy vehicles) using Waterfall as a result of the upgrade and the risk of more through traffic in the townships of Bellingen and Dorrigo.
- Opportunity for positive social, economic and environmental outcomes, e.g. public wetland viewing area.
- Concerned about the potential introduction of more weeds due to road works.
- Believe there is a need for fauna crossings along Waterfall Way.
- Want improved flood immunity and emergency services access.
- Concerned about the potential for increased speeds within the study area and across Waterfall Way as a whole, subsequently leading to more accidents.
- Want the scope of works to extent 1km west of Fernmount.
- Maintain the tourist route quality of Waterfall Way and preserve scenic values.
- Believe the works are required to maintain access and prevent road closures.
- Why spend so much money if there will be oil shortages in the future?