ROADSIDE HAZARDS
ON THE KINGS HIGHWAY NEAR BRAIDWOOD

Community workshop – preliminary investigations report

May 2012
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<td>Overview &amp; Investigations</td>
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<td>Workshop – safety barriers: near showground</td>
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<td>Wrap up, Refreshments and networking</td>
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Introductions - RMS Staff

- **Ed Scully** – Communications Manager - facilitator
- **Ian Almond** – Project Manager – for this project
- **Brian Lefoe** – Section Manager – road safety & traffic management
- **Steve Lappin** – Unit Manager – delivery of road safety engineering projects
- **John Harper** – Unit Manager – speed zoning, sign posting, line marking
- **Robert Reynolds** – Unit Manager – behavioural programs
- **Joanne Parrott** – Unit Manager – planning and analysis, crash data, traffic data
- **Leigh Trevitt** – Landscape Advisor – urban design
- **Ian Berger** – Heritage Officer – RMS heritage planning & responsibilities
- **Paul Vecovski** – Maintenance Manager – road maintenance and improvements
- **Leigh Madden** – Communications Coordinator
- **Candice Camacho** – Communications Graduate
- **Naveen Jayavarapu** – Project Engineer – project development & delivery
- **Centre for Road Safety** – Kings Highway route safety review team
Objectives of the workshop

- Explain & discuss RMS proposals
- Obtain your feedback
Why are we here?

Crash History

Valued Environment
How will decisions be made?

• Issues & evidence based decision making to address road safety
• Crash history
• Safe systems approach
• Feedback from the community
• Field investigations & data analysis
• Workable and acceptable to the community
• Affordable – value for money
• Considerate of this special landscape/environment
What we heard – Issues Report

- Speed
- Trees
- Driver behaviour
- Road environment
- Increased traffic volume
What have we done so far?

• Prepared the Issues Report documenting feedback
• Considered all feedback and suggestions
• Set up electronic message board on both approaches to Braidwood
• Talked to more people
• More crash analysis
• Survey of traffic speed and volumes
• Speed zone review
• Review of: sign posting, line marking, junctions, overtaking facilities
• Site inspections
• Investigated use of profile line marking
• Investigated use of safety barriers
• Met with Office of Environment & Heritage - tree management plan
• Prepared Preliminary Investigations Report
Not effective or not feasible for Braidwood Hazards

- bypass
- toll road, duplication
- speed cameras
- signage: various
- speed humps
- transverse rumble strips (across the road)
- realignment & widening
- overtaking lanes
- double barrier lines
- median barriers
Summary of responses - ongoing

**Ongoing**

- driver education
- ACT government involvement
- police presence
- rest areas
- driver reviver
- turning lanes
Focus

- preservation of trees
- profile line marking
- safety barriers
- tree replacement plan
- speed zoning
Questions

• presentation so far
• report generally
• ongoing activities
• treatments not effective or feasible

• Specific proposals will be discussed next
RMS proposals – a package of responses

- Profile line marking
- Speed zones
- Safety barriers
- Tree management plan
Profile Line Marking

- audio tactile
- locations
- consultation

EAST of Braidwood

WEST of Braidwood
Speed Zone Review – Existing zones & data collection
Speed Zone Review – Proposal

- 50km/h
- 100km/h
What comments do you have about these two proposals?
Safety barriers - why use safety barriers?

• The best road safety outcome is no hazard, including no barriers
• Barriers provide protection of hazards that can’t be moved
• We have considered barriers as an option to preserve trees
• There are constraints and limitations
How safety barriers work – deflection
Standards

- 2 metre shoulder
- no space to stop with only 1 metre
- emergency stopping bays every 300-500 metres
- potential for minor impacts with safety barriers
- not an ideal environment
Using safety barriers - some tree removal would still be required for:

• frequent stopping bays
• to maintain space for through traffic at junctions & accesses
Tree Management Plan

Would include:

- guidelines for the planting of replacement trees
- species to be used
- appropriate locations
- activities for safe planting, establishment and management

Supplemented with a report by a qualified arborist

Expressions of interest and nominations to be part of development
Q: What is important & what do you value about each group of trees?

Poplars near showground & racecourse

Between Monkittee St and Mona Creek

Pin Oaks north of Station Street

Poplars east of Mona Creek
Approaches to hazard management

- No hazards means a safer road environment
- A safety barrier is also a hazard
- An impact with a safety barrier is less severe than other hazards
- Maximising individual tree preservation means more barriers

Question: Where is it appropriate to use a barrier rather than removing an existing tree?
Roadside trees – near Showground
What we know

Golden Poplars
Planted around 1936 to celebrate the 25th year of King George V's reign.

Lombardy Poplars
Possibly planted around 1936 with the Golden Poplars to celebrate the 25th year of King George V's reign.

Pin Oaks
Donated by the Braidwood Garden Club and planted by council in 1984.

near Showground / Racecourse
closer to town
Possible options – near Showground

Minimum tree removal
More/longer lengths of barrier

Less trees & less barrier
Not major visual impact

Q: What do you think about using safety barriers west of Braidwood?
Q: What do you think about using safety barriers east of Braidwood?

Poplars east of Mona Creek

Initial group on the south side of the Kings Highway near Mona Creek was planted on private property around 1960.

The remaining avenue was planted by the Apex Club between 1960 and 1970.

Between Monkittee St and Mona Creek

History of trees is unclear
## Next steps

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<th>Date</th>
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<tr>
<td>Maintain (temporarily) the electronic message board on the Kings Highway approaching Braidwood</td>
<td>ongoing</td>
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<td>Implement the proposed speed zone changes</td>
<td>subject to approvals</td>
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<td>Continue to support the Kings Highway Road Safety Partnership</td>
<td>ongoing</td>
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<td>Install profile line marking</td>
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<td>Establish a group to develop a long term Tree Management Plan</td>
<td>mid 2012</td>
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<td>Prepare an Options Report</td>
<td>June 2012</td>
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We want your feedback

- Feedback forms
  are available for your individual feedback

- Email
  braidwood_hazards@rta.nsw.gov.au

- Post
  PO Box 477, Wollongong NSW 2520

- Telephone
  02 4221 2553
THANK YOU