Table of Contents

1. Introduction ........................................................................................................................................... 3
2. Project background .................................................................................................................................. 4
3. Communication and consultation activities ......................................................................................... 4
   3.1 Discussion paper ................................................................................................................................. 5
   3.2 Community information ...................................................................................................................... 5
   3.3 Advertising ........................................................................................................................................ 5
   3.4 Online forum ...................................................................................................................................... 5
   3.5 Community workshop ......................................................................................................................... 6
4. Community and stakeholder issues ...................................................................................................... 6
   4.1 Speed ................................................................................................................................................ 6
   4.2 Trees .................................................................................................................................................. 9
   4.3 Driver behaviour ................................................................................................................................. 12
   4.4 Road environment .............................................................................................................................. 14
   4.5 Increased traffic volumes ................................................................................................................... 16
   4.6 Other ungrouped issues and responses .............................................................................................. 17
   4.7 Other locations – Outside the areas being considered ................................................................. 18
   4.8 Request for further information ...................................................................................................... 20
5. Next steps .............................................................................................................................................. 20
On 1 November 2011 a new organisation called Roads and Maritime Services (RMS) was formed to replace the Roads and Traffic Authority and NSW Maritime.

1. Introduction

The Kings Highway is a key arterial road connecting the Princes Highway at Batemans Bay in the Eurobodalla Local Government Area, through the township of Braidwood in Palerang Local Government Area, to Queanbeyan in the west.

Near Braidwood, the Kings Highway is a rural undivided two lane, two way road. There are mostly broken centre lines with sealed road shoulders which vary from one to one and a half metres in width. The speed limit is 100km/h with a 60km/h speed limit closer to the township of Braidwood.

Roads and Maritime Services (RMS) formerly Roads and Traffic Authority identified a road safety problem on the Kings Highway approaches to Braidwood. In September 2011 RMS released a discussion paper outlining the details of the problem for community comment.

This Issues Report describes the communication and consultation activities undertaken from 19 September 2011 to 31 October 2011 regarding the road safety concerns on the Kings Highway near Braidwood.

This report provides a compilation of the issues raised in written submissions, the workshop, online forum comments and discussions during this period. A total of 160 submissions were received during the consultation period. Issues raised will be considered during preliminary investigations, the preparation of an options paper and design of possible treatments to address the road safety problem.

The majority of the feedback has been grouped under five main topics identified. These are:
- Speed
- Trees
- Driver behaviour
- Road environment
- Increased traffic volume

Other issues and community suggestions have been listed in Section 4.6.

A number of responses raised issues and suggestions related to locations other than the two lengths of road approaching Braidwood. This feedback has been captured under a separate topic of ‘Other locations – outside the areas being considered’.

Requests for further information are also listed at the end of section four.
2. **Project background**

There have been 17 crashes\(^1\), including five fatal crashes on the Kings Highway near Braidwood between 1 June 2004 and 31 May 2011. More than half of these crashes involved a collision into roadside objects. In all five fatal crashes a vehicle collided with a tree.

Roadside hazards in this area include trees, culverts (drains), and Mona Creek where it is located close to the road.

The key issue is, the severity of these crashes is extreme – people have been hurt and died.

Two lengths of the Kings Highway are being considered:
- **East of Braidwood (Batemans Bay side)** - around 3.8kms of road from the edge of town, just east of Monkittee Street.
- **North of Braidwood (Canberra side)** - around 1.8kms of road between Nerriga Road and Deloraine Lane.

These road lengths have a range of distinct road safety risks and hazards that may impact on potential improvement options.

RMS aims to improve road safety on the Kings Highway approaches to Braidwood.

The main objectives of this project are to:
- Reduce the number of crashes on the Kings Highway approaches to Braidwood.
- Reduce the harm to people if a crash does occur.

RMS has prepared a corridor strategy for the road transport system from Queanbeyan, at the Australian Capital Territory (ACT) boundary, to Batemans Bay on the NSW South Coast.

The strategy addresses road safety, transport efficiency and asset maintenance issues and sets a 25 year framework for management of the corridor.

This project considers six of the short-term priorities identified in the corridor strategy.

A discussion paper was released in September 2011 outlining the road safety problem. The community provided comments on the identified issues with 160 submissions received from the community, council, businesses and community groups.

Submissions closed on 31 October 2011.

This report outlines the issues and suggestions raised in the community and stakeholder feedback.

3. **Communication and consultation activities**

---

\(^1\) This number of crashes includes those recorded in the RMS database as at 9 August 2011. Data for the period from 1 January 2011 may be incomplete and is subject to change.
The consultation activities undertaken from 19 September to 31 October 2011 aimed to provide information about the road safety problem on the Kings Highway near Braidwood.

The objectives of the communication and consultation activities were to:

- Ensure the local community and stakeholders were aware of the road safety problem.
- Provide the community and stakeholders with an opportunity to provide feedback, ask questions and identify areas of concern with respect to the road safety problem.
- Reassure the community that RMS had not yet made a decision about a treatment for the road safety problem.

An outline of the activities during the consultation period is provided below.

3.1 Discussion paper

The ‘Roadside hazards on the Kings Highway near Braidwood’ discussion paper was released for community comment on 19 September 2011. This paper discussed the road safety problem being faced on the Kings Highway approaches to Braidwood.

3.2 Community information

A community update was sent to all residents, businesses and PO boxes in Braidwood, along with a number of identified stakeholders including emergency services, community groups, local council and the Member for Monaro. The community update aimed to inform people about the road safety problem and draw attention to the discussion paper and consultation period.

A Braidwood Hazards webpage has been set up on the RMS project website. These webpages provide the community with up-to-date information on the project. All information and documents relating to roadside hazards on the Kings Highway near Braidwood are available on this website.

3.3 Advertising

In order to raise community awareness of the submission period, online forum and community workshop, RMS used a number of advertising channels, including:

- Newspaper
- Radio
- Variable message signs placed on the Kings Highway approaches to Braidwood.

3.4 Online forum

The ‘Roadside hazards on the Kings Highway near Braidwood’ online discussion forum was opened on 19 September 2011. This forum provided the community and other stakeholders with access to the discussion paper and background information.

The online forum provided a platform for the community and other stakeholders to provide feedback on three key subject areas:

1. The road safety problem
2. The history of tree planting
3. Who else should be involved

A total of 97 comments were received through the online discussion forum. Submissions were also made via post, email and phone.

The forum was closed for comment on the 31 October 2011.

3.5 Community workshop

A community workshop was held on 13 October 2011 at the National Theatre Community Centre in Braidwood. The aim of this workshop was to provide the community with more information regarding the project and provide a forum where the community could raise issues and suggestions and ask questions.

RMS staff worked with community members to discuss the three key subject areas being addressed on the online forum. A total of 52 community members attended the workshop.

Individual feedback forms were received on the night from 25 workshop attendees. Replied paid envelopes were provided to attendees who wanted to send their feedback forms via mail after the workshop. Group feedback and outcomes from the workshop are available on the RMS project website.

RMS will follow up and respond to a number of issues that were raised during the presentation and general question time at the workshop. These actions include:

- Further crash analysis for the period before 2004.
- Consider changes that may have occurred since 2004.
- Consider why fatigue may be a particular problem.
- Clarify the coverage of the map showing crashes on the full length of the Kings Highway.
- Provide more information about the survivability of crashes at different speeds.
- Follow up contact with people/groups identified (refer to Section 5).

4. Community and stakeholder issues

A total of 160 submissions were received from up to 150 different people/groups between 19 September and 31 October 2011. Submissions received included 25 feedback forms (from the community workshop), 24 emails, 14 letters (including feedback forms) and 97 online forum comments. Many submissions contained comments about more than one issue and solution and some people provided multiple submissions.

Respondents identified themselves as local residents, local business owners, road users, community groups or government agencies.

Issues and suggestions captured during the community workshop have also been considered in preparing this report.

4.1 Speed

Speed was raised as an issue in 111 submissions.

---

2 RMS was not always able to identify multiple feedback that may have been from the same person.
The majority of submissions relating to speed suggested the sections of the Kings Highway being considered have their speed zones reviewed. These responses discussed speed as a contributing factor to crashes on the Kings Highway and raised concerns about the excessive speed of motorists on the sections of the Kings Highway being reviewed. Reduction of the speed limit was a regular topic of discussion on the online forum, in written responses and at the community workshop.

A summary of issues raised in submissions included:

- Speed as a contributing factor in crashes on these sections of the Kings Highway.
- Speed signage is inadequate on the Kings Highway.
- Excess speed is an issue on these sections of road.
- Concerns that motorists exceed the speed limit in order to overtake multiple vehicles.
- Slower speed zones would protect motorists.
- Concerns that there is no requirement to reduce speed until almost into Braidwood town centre.
- Concerns that the current speed zones are confusing in and around Braidwood.
- The current speed limit (100km/h) is unsafe close to the town of Braidwood and within the avenues of trees.
- The current speed limit (100km/h) raises safety concerns for residents turning into their driveways and traffic turning into the showground during events.
- The avenues of trees are part of the town and as such there is a strong argument for introducing a town speed limit from the start of the avenues.
- Braidwood’s town starts at the avenues of trees; this is not reflected by town and speed signage.
- With the increased heavy traffic anticipated once the new Majors Creek mine is established there is an urgent need for a review of speed limits in and out of Braidwood.
- L plate and P drivers are not able to drive at 100km/h. These motorists are not able to pull over and allow other motorists to pass, which causes frustration to the motorists behind them.
- Similar towns, such as Bungendore, have 50km/h limits on all approaches to the town. Braidwood should have a similar town speed limit.

Five responses raised concerns that a speed reduction could cause further crashes. Comments included:

- A speed reduction in the urban zone on the western side of Braidwood would extend a journey that is already considered long.
- The introduction of another 80km/h speed zone would increase the number of crashes as it would increase the number of frustrated motorists.
- Changes to the speed zone would not change the actual speed environment, meaning many motorists would continue to exceed the speed limit.
- Speed zone changes are attractive superficially. A speed zone reduction in this area would not fit with the road environment – a long straight rural road.
- Concerns that slower speed zones may not be safer as it could bring on fatigue, inattention or frustration.

Community suggestions to the speed issue
**Speed zoning on the entrance and exit of Braidwood**

There were 98 submissions that considered the review of speed limits on the approaches to Braidwood. Community suggestions included:

- Speed limit reductions would be a cost effective approach to reducing the number and severity of crashes on the approaches to Braidwood.
- Speed limits should be decreased near accident black spots.
- The speed limit should reflect the perceived safety risk to motorists.
- Introduce speed buffer zones - drop speed zones in stages.
- Extend the 60km/h speed zone to the end of the avenues of trees on both sides of Braidwood.
- The speed limit should be reduced from 100km/h to 80km/h through the avenues of trees on both sides of Braidwood.
- The speed limit should be reduced from 100km/h to 80km/h at Deloraine Lane in both directions.
- The speed limit should be reduced to 60km/h from the showground gate into Braidwood.
- The speed limit should be reduced from 100km/h to 80km/h between Braidwood and the showground.
- The speed limit should be reduced from 100km/h to 60km/h from Deloraine Lane to Nerriga Road.
- The speed limit should be reduced to 50km/h from Nerriga Road to Monkittee Street.
- The speed limit should be reduced to 60km/h from Monkittee Street to the entrance of Mona Creek.
- The speed limit should be reduced from 100km/h to 80km/h between Cargills Lane and the 60km/h speed zone at ‘Mona’ gates.
- A trial speed limit reduction from 100km/h to 80km/h should be applied in the high accident areas.
- Introduce a town speed limit of 60km/h where the town presence starts - that is at the avenues of trees either side of Braidwood.
- Lower the speed limit to 50km/h 200 metres before the Nerriga Road turn off and continue it through Braidwood.

**Speed Cameras**

26 submissions suggested the use of speed cameras on the approaches to Braidwood. Community suggestions included:

- Fixed speed cameras should be installed at accident black spots.
- Fixed speed cameras should be installed in a new 80km/h speed zone situated midway on the western side of Braidwood and towards Batemans Bay on the eastern side of Braidwood.
- Point-to-point speed cameras should be installed on the Kings Hwy east and west of Braidwood.
- Fixed speed cameras should be installed on the approaches to the avenues of trees either side of Braidwood.

**Increased police presence**

19 submissions discussed increasing the police presence on the approaches to Braidwood. Community suggestions included:
- Increase the police presence along the lengths of the Kings Highway either side of Braidwood.
- Increase the police presence during high traffic volume times (weekend, public holidays and holiday seasons).
- Increase the police presence in the accident black spots.
- Increases in the severity of penalties for dangerous driving, including speeding.
- Increase the highway patrol and radar presence.
- Introduction of irregular police patrols.
- Increased focus on motorists travelling under the speed limit and holding up other motorists as there would be less need to speed on the Kings Highway.

**Speed signage**

15 submissions suggested that speed signage on the Kings Highway near Braidwood needed review. Community suggestions included:

- Placement of the speed limit signage needs to be reviewed.
- Larger speed limit signs are needed on the Kings Highway approaches to Braidwood.
- Additional speed limit signs should be installed to increase motorist’s awareness of the speed limit.
- “Reduce speed” signage needs to be installed permanently outside the showground.
- Introduce signage to encourage slow drivers to pull over and allow other vehicles to overtake.
- Variable or electronic message signs used to encourage motorists to slow down.
- The current 60km/h ahead speed signs need to be placed at the start of the avenues of trees to give motorists enough time to slow down to the recommended speed.
- Radar activated signage should be in place to warn motorists they are speeding and encourage them to slow down.
- Introduce signage that communicates the problem on the Kings Highway approaches to Braidwood to justify the reason for reduction in the speed limit.
- Relocate the Braidwood township sign from its current position north of Glenmore Road, to the corner of Deloraine Lane to encourage motorists to slow down as they are approaching a town.
- Relocate the Braidwood township sign to the start of the avenues of trees on either side of Braidwood to slow motorists down and make them aware that they are entering a town.

**Other Community suggestions**

- Three submissions suggested the installation of speed humps on the approaches to Braidwood to assist with the issue of speed.
- One submission suggested that rumble strips should be installed on the road to slow traffic like the ones on the Federal Highway near Watson.

**4.2 Trees**

The trees on the approaches to Braidwood were raised in 103 submissions.
The majority of submissions highlighted the importance of the trees to the identity of Braidwood. The trees were described as having both aesthetic and heritage value and have added to the beauty and uniqueness of Braidwood. It was identified in the submissions and at the community workshop that the trees were not only significant to the history of Braidwood but also significant to the history and emotions of residents.

Submissions from people in support of the preservation of trees identified that the trees did not cause crashes. Six submissions stated that “trees do not jump out in front of traffic” and rather it is driver behaviour that is the cause of the crashes on the Kings Highway near Braidwood.

99 of the 103 submissions supported the preservation of the avenues of trees on the approaches to Braidwood.

Issues raised included:

- The trees form part of Braidwood’s heritage listing on the NSW State Heritage Register.
- The trees are listed as a heritage item on Palerang Council’s Local Environmental Plan.
- The golden poplars were planted to commemorate the silver jubilee of King George V’s reign.
- The pin oaks on the northern side of Braidwood were donated by the local garden club.
- The trees on the eastern side of Braidwood were planted in 1939 to honour fallen soldiers during World War One.
- The trees were nurtured by residents of Braidwood.
- The residents of Braidwood are emotionally attached to the avenues of trees on both sides of Braidwood. They are not only part of the towns history but a large part of the history of the residents of Braidwood.
- The trees on the outskirts of Braidwood are virtually irreplaceable.
- The trees have saved lives.
- Trees do not jump into the path of motorists; motorists lose control of their vehicles and hit the trees.
- The trees along with their special story have beauty and are an elegant part of Braidwood’s landscape.
- The crashes were not caused by the trees; they are caused by motorists who are doing the wrong thing.
- The trees contribute greatly to the overall aesthetic of and renowned picturesque approach to Braidwood.
- The avenues of trees are one of the elements that identify Braidwood.
- The avenues of trees are one of the most memorable aspects of Braidwood.
- No amount of tree removal will stop the crashes from occurring.
- The discussion about the removal of trees is a “red herring” and a distraction on the part of RMS.
- The trees lining the roadside along the northern and eastern approaches to Braidwood are an important element in the visual landscape.
- The golden poplars are not a tree that establish and thrive in our current climate and should not simply be removed in the hope the action may improve accident outcomes.

Eight of the 103 submissions supported the removal of all or some of the trees in Braidwood. Submission discussions included:
The trees either side of Braidwood are far too close to the road and should be removed.
- If there is a need to remove trees to save lives, it needs to be done.
- The trees are non-native and have no aesthetic, environmental or heritage value.
- People's lives are far more important than these non-native trees.
- The trees are inconsistent with each other and with the general landscape. They create an intolerable obstacle to motorists in the event of a vehicle leaving the road.

Community suggestions to the issue of the trees

99 submissions suggested that safety measures be implemented to preserve the trees and mitigate the consequences of vehicles veering off the road and hitting the trees on the Kings Highway near Braidwood.

Safety barriers

There were 44 submissions that discussed the benefits of installing safety barriers to assist with the issue of trees on the Kings Highway near Braidwood. Community suggestions included:

- Guard rails should be installed to protect motorists from the trees.
- Armco railing/cabling should be installed along the roadside within the avenues of trees, where appropriate.
- Barriers should be installed like the ones in use near Wollongong on Picton Road.
- Wire rope barrier, like the one used on the new Nerriga to Nowra Road, should be installed on both sides of Braidwood.
- Crash barriers should be installed on the approaches to Braidwood.
- Guard rail would assist in correcting motorists whose vehicles leave the road and would also assist with wildlife control.
- The existing guard rail should be extended on both sides of Braidwood.
- Heavy cable barriers should be installed between the road and the trees to reduce fatal crashes.

There were two submissions against the use of safety barriers. They suggested that safety barriers may cause a larger problem if it causes vehicles to bounce back into the oncoming traffic.

New avenues of trees a greater distance from the road

There were nine submissions in favour of a tree replacement program. Community suggestions included:

- Ask local land owners if they are willing to work with the community to develop new avenues of plantings (preferably native) inside their property boundary.
- A tree management program for ongoing maintenance and renewal of the trees needs to be developed.
- Existing trees should not be removed unless replanting has taken place and the new trees are in good health and are maturing.
- A long term tree replacement program should be started with trees set further back from roadway.
- A new line of trees should be planted a little further from the roads edge, to replace trees as they die.
- Residents should be able to adopt a new tree to be planted further from the road. Residents would be responsible for the new trees maintenance and development.

**Tree signage**

Three submissions suggested that signage should be introduced to make motorists aware of the heritage value of the avenues of trees.

### 4.3 Driver behaviour

92 submissions addressed driver behaviour as an issue on the Kings Highway near Braidwood.

Issues raised include:

- Anti-social driving behaviour.
- Many motorists drive dangerously.
- Motorists take unnecessary risks because they are in a rush to get from Canberra and Batemans Bay.
- Motorists do not adapt to the conditions (road, weather etc).
- Motorists overtake multiple vehicles and cross double barrier lines.
- Motorists drive under the influence of drugs and alcohol.
- Motorists overtake at inappropriate times and do not have a safe gap.
- Crashes occur due to driver error, impatience, inattention and inexperience.
- Crashes have been caused by driver illness.
- Motorists do not abide by the road rules (speeding, mobile phone use while driving etc).
- Tailgating vehicles is an issue.
- Lack of motorist's awareness, education and responsibility for their actions on the road.
- There is no signage to indicate that the Kings Highway near Braidwood is a high accident zone.
- Motorists do not demonstrate defensive driving ability.
- Lack of concentration while driving. Motorists changing CD’s, answering their mobile phone, responding to text messages, eating, doing hair and make-up etc.

15 of the 92 submissions received on driver behaviour specifically mentioned fatigue as an issue.

Issues raised included:

- Motorists become complacent because of the long stretches of road prior to the avenues of trees. The sections under review, particularly the section east of Braidwood falls into what could be called a "sleep zone". Once the highway opens out onto the straighter sections leading into Braidwood motorists relax. If you combine this with other compounding circumstances such as lack of sleep a micro sleep is inevitable.
- Tiredness of motorists results in lack of concentration.
- Concerns that motorists are falling asleep at the wheel.
There is inadequate fatigue signage on the Kings Highway approaches to Braidwood.

Community suggestions to the issue of the Driver Behaviour

Rumble strips

A total of 47 submissions discussed the benefits of installing rumble strips on the Kings Highway to combat unsafe driver behaviour and fatigue. It was suggested that this would decrease the number and severity of crashes by:
- Increasing the awareness and alertness of motorists
- Assisting motorists in correcting the position of their vehicle if it were to leave the road.

This option has also been described as unobtrusive. Community suggestions included:
- Install rumble strips on the road shoulder line markings of the Kings Highway near Braidwood.
- Install rumble strips on all line markings (side and centre) of the Kings Highway near Braidwood.
- Rumble strips would help indicate when you were leaving your lane dangerously. This helps people to remain in their lane and to be roused from lack of awareness.
- Install rumble strips on all line markings (side and centre) from Cargills Lane to the entrance to Braidwood.

Driver education

There were 27 submissions that discussed the benefits of developing a campaign focussed on driver education. Community suggestions included:
- Driver education campaigns are needed to change motorist’s attitudes, increase driver awareness and responsibility, and show results of serious crashes and injuries.
- Driver education programs to improve defensive driving and risk management skills.

Accident and fatigue signage

10 submissions discussed the need to introduce accident and/or fatigue signage on the Kings Highway near Braidwood. Community suggestions included:
- Signage to indicate that the Kings Highway approach to Braidwood is a high accident area.
- Black spot signage.
- Signage showing the number of crashes, including fatalities, that have occurred (like in Victoria and the ACT).
- Introduce accident tally signage similar to that used in Victoria.
- Figures of a people lying on the road painted where crashes have occurred.
- Signage to warn motorists that they are entering a fatigue/sleep zone.
- Variable message signs that encourage motorists to "maintain a three second gap".
Double barrier lines

Seven submissions discussed the need to change the centre line markings to double barrier lines on the Kings Highway on both sides of Braidwood. Community suggestions included:

- Unsafe overtaking needs to be prevented by changing the centre line marking to double barrier lines for the full length of the Kings Highway near Braidwood.
- Double barrier lines need to be painted on the full length of the Kings Highway from the current 60km/h zone on the Braidwood border through to the overtaking lane past Deloraine Lane on the northern side of Braidwood.
- Double barrier lines need to be painted where overtaking has caused crashes.
- Double barrier lines need to be painted from the showground into Braidwood.
- Double barrier lines need to be painted in front of the showground.

Rest areas

Six submissions discussed the need to increase rest bays on the Kings Highway near Braidwood. Community suggestions included:

- Increase in heavy vehicle rest bays, where trucks can pull over and be over taken.
- Build a rest area and toilet at the top of Clyde Mountain, which is a naturally beautiful area that may encourage more people to stop on their return journey from the coast.
- Increase the number of rest areas on the Kings Highway on both sides of Braidwood.

Driver reviver

Three submissions discussed the need to increase the presence of Driver Reviver programs on the Kings Highway near Braidwood. Community suggestions included:

- Promote "stop, revive, survive" through a campaign focussed on "take a break in Braidwood"
- Driver reviver at the Braidwood showground.
- Driver reviver at the northern end of town.

Median barriers

One submission discussed the benefit of installing a concrete median down the centre of the Kings Highway near Braidwood to prevent unsafe overtaking and vehicles crossing the road into on coming traffic due to driver fatigue.

4.4 Road environment

A total of 61 submissions raised the road environment as an issue on the Kings Highway near Braidwood.

Issues raised included:
- The road pavement on the Kings Highway near Braidwood is too narrow.
- The poor road alignment ‘traps’ people behind slower vehicles leading to dangerous overtaking attempts.
- The two sections of road in question are the longest, straightest stretches of the Kings Highway between Canberra and the coast.
- Fogs and mist often obscure sections of the road.
- The road pavement on the northern side of Braidwood is raised due to resealing work in recent years.

Five submissions identified the sections of the Kings Highway near Braidwood as having good road conditions. Submissions included:

- The road surface on the sections of the Kings Highway near Braidwood has undergone significant upgrades over the last few years.
- Both sections of the Kings Highway under review are straight with good pavement width and good vision, especially the section east of Braidwood.
- The problem is not the road, the Kings Highway is in a good safe condition.
- The overall condition of the Kings Highway near Braidwood is absolutely fine.

4.4.1 Lack of overtaking lanes

47 of the 61 submissions discussed a lack of overtaking lanes on the Kings Highway as an issue.

Issues raised included:

- A significant lack of overtaking lanes on the entire stretch of the Kings Highway.
- Heading westwards, there are no passing lanes between the top of Clyde Mountain and north of the Shoalhaven River.
- Overtaking lanes are insufficient on the Kings Highway approaches to Braidwood, which leads to motorist frustration and in turn crashes. Motorists try to position themselves better coming into Braidwood so they won't be held up on their journey.
- There are not enough overtaking lanes east of Braidwood.
- Overtaking lanes heading towards Braidwood are not worthwhile.
- Overtaking lanes are needed heading away from Braidwood in both directions.
- There is currently no room to construct overtaking lanes on the current alignment. To increase overtaking opportunities it would require the removal of trees on at least one side of the roadway.

4.4.2 Turning lanes

Two submissions discussed issues with turning lanes on the Kings Highway near Braidwood. Issues included:

- The turn into Nerriga Road from the King’s Highway is very sharp and motorists need to slow down rapidly to negotiate the turn. If this occurs in a string of traffic it is dangerous to all motorists involved.
- Currently when turning into the showground and racecourse the road is gravel. This is dangerous when leaving the Kings Highway at a high speed.
Community suggestions to the issue of the road environment

46 submissions addressed the issue of the road environment on the Kings Highway near Braidwood.

Overtaking lanes

36 of the 46 submissions addressing the issue of the road environment discussed the benefits of additional overtaking lanes on the Kings Highway near Braidwood. Community suggestions included:

- Additional overtaking lanes are needed on the Kings highway overall.
- Additional overtaking lanes are needed on the Kings Highway near Braidwood in both directions heading away from Braidwood. This would prevent motorists driving long distances before having an opportunity to overtake safely and avoid unnecessary risks.
- Additional safe overtaking lanes are needed in areas where the road cannot be realigned and where crests prevent safe overtaking due to lack of visibility.
- Additional overtaking lanes are needed just outside the areas on the Kings Highway that are being reviewed.
- Additional overtaking lanes are required between Braidwood and the top of Clyde Mountain.
- Convert the overtaking lane on the northern approach to Braidwood to an overtaking lane heading north away from Braidwood.

Curve realignment and widening of the Kings Highway

Eight of the 46 submissions suggested that a realignment or widening of the Kings Highway near Braidwood is needed. Community suggestions included:

- Widen and realign the Kings Highway between Clyde Mountain and Braidwood.
- Realign the Kings Highway between Canberra and the coast to shorten the trip.
- Remove one line of trees west of Braidwood to widen the Kings Highway.

Turning lanes

Two of the 46 submissions discussed the need for turning lanes on the Kings Highway near Braidwood, Community suggestions included:

- Turning lanes are needed into and out of the showground.
- Turning lanes are needed at the entrances of Mona, racecourse, showground etc.

4.5 Increased traffic volumes

35 submissions raised the issue of increased traffic volumes on weekends, public holidays and holiday seasons. Increases in heavy vehicle volumes were also raised as an area of concern.

Issues raised include:
The number of heavy vehicles on the Kings Highway near Braidwood is increasing. This includes mining, forestry, sand, gravel and Eurobodalla waste trucks.

Traffic volumes increase on weekends, public holidays and during holiday seasons on the Kings Highway near Braidwood.

Community suggestions to the issue of increased traffic

*Build a bypass*

30 submissions raised the possibility of building a bypass of Braidwood. 28 of the 30 submissions discussed the benefits of a Braidwood bypass. Community suggestions included:

- A Braidwood bypass is needed for the many trucks travelling to and from the coast.
- A bypass for both Braidwood and Bungendore would greatly assist traffic flow.
- A Braidwood bypass will improve the quality of life and businesses as it did for Goulburn and Yass.
- A Braidwood bypass would reduce the number of crashes on the Kings Highway near Braidwood.

Two of the 30 submissions discussed the possibility that a bypass for Braidwood should not be considered. Community suggestions included:

- A bypass option would divert the highway a long way around Braidwood.
- The heritage listing will not allow a bypass to be constructed around Braidwood.
- A Braidwood bypass will not improve the driving ability of the road users.
- A Braidwood bypass could be bad for businesses in Braidwood.

*Other community suggestions:*

- One submission suggested that the Kings Highway be made a toll road to help with the maintenance costs.
- Three submissions suggested that the Kings Highway be duplicated to assist with congestion and motorists frustrations.
- One submission suggested that a divided highway should be built to assist with traffic volumes, traffic and the frustration of motorists.

4.6 Other ungrouped issues and responses

4.6.1 Other ungrouped issues

A number of other issues were raised including:

- Two submissions raised wildlife on the Kings Highway as an issue.
- One submission more funding as an issue.
- One submission raised motorcyclists as the main hazard on the Kings Highway.
- One submission raised an uneven road surface on the Kings Highway and Glenmore Road intersection as an issue.
4.6.2 Other ungrouped community suggestions

There were a number of other community suggestions, including:

- One submission suggested an incremental approach to addressing the issues on the Kings Highway near Braidwood. Where safety measures are gradually implemented until the problem is solved.
- Three submissions suggested that the ACT government should be involved and provide funding to support works and road user safety on the Kings Highway.
- Two submissions suggested additional sections of road where motorists can pull over on either side of Braidwood.
- One submission suggested the need for compulsory dust covers or wash downs for all heavy vehicles.
- One submission suggested that the Kings Highway should be closed to vehicles towing trailers and commercial vehicles over two tonnes from 1600 to 2000 every Friday and Sunday.
- One submission suggested that the level of the pavement on the Kings Highway near Braidwood should be raised.
- One submission suggested raising the age limit for when motorists can get their licence.
- One submission suggested that there should be large drains and pipes installed under a new culvert site for Mona Creek to prevent future flooding.
- One submission suggested painting the trunks of the trees white, as they do in France. This would increase the visibility of trees close to the road.
- One submission raised increased signage for wildlife.

4.7 Other locations – Outside the areas being considered

23 submissions identified issues and/or suggestions related to locations other than the two lengths of road being reviewed. These responses are covered below.

4.7.1 Within Braidwood

15 submissions discussed issues within the township of Braidwood.

Issues raised included:

- Four submissions discussed the need for a dedicated safe pedestrian crossing on Wallace Street in Braidwood. Responses suggested that the safe crossing is needed due to speeding and high traffic volumes on Wallace Street in Braidwood.
- Three submissions suggested that a roundabout be installed at the intersection of Wallace Street and Lascelles Street. Responses suggested that plans for a roundabout in this location have been discussed previously, however the roundabout was not built.
- Three submissions suggested that there is an issue with speeding on Wallace Street in Braidwood. The introduction of a town speed limit of 50Km/h was suggested as a response to the problem.
- One submission suggested that there is an uneven surface at the corner of Lascelles Street and Wallace Street in Braidwood. The submission identified that the uneven surface causes problems for motorists.
- One submission suggested the speed limits in the Braidwood township are confusing. The response indicated that speed limit signage was inadequate and added to the confusion of motorists.
- One submission suggested that there are too many speed changes in the township of Braidwood.
- One submission suggested that there is inadequate parking on Wallace Street in Braidwood.
- One submission suggested that driver behaviour on Wallace Street is very poor. The submission identified that motorists perform illegal u-turns, double park and speed along Wallace Street in Braidwood.

4.7.2 Clyde Mountain

- Three submissions suggested the worst section of the Kings Highway is between Northangerra Road and the top of the Clyde Mountain. This section of the Kings Highway is very narrow, has too many curves and is poorly surfaced. These submissions suggested that the Kings Highway needed a complete rebuild with a new alignment, to include over-taking lanes in both directions.
- One submission discussed the issue of the effectiveness of signage at the top of Clyde Mountain that does not work. The submission identified that the signage rarely shows messages to warn motorists of the conditions on the Kings Highway.

4.7.3 Black Sallee Lane

One submission suggested that there is inadequate signage at the intersection of the Kings Highway and Black Sallee Lane. The response identified that entry to this lane is also inadequate and dangerous for motorists who stop to turn into the lane.

4.7.4 Nerriga Road

One submission suggested that there needed to be an allocation of funding to finish sealing the Nerriga Road from Braidwood to Nowra. This would allow traffic to be diverted away from Braidwood and Clyde Mountain Road.

4.7.5 Other Trees

One submission discussed issues of diseased gum trees on other sections of the Kings Highway.

4.7.6 Dinner Creek

One submission suggested that the section of the Kings Highway that was the largest problem was the Kings Highway at Dinner Creek.
4.8 Request for further information

From the submissions a number of questions were raised. These questions included:
- What are the details and nature of the five fatal crashes between 2004 and 2011?
- What feasible options are there to mitigate the risk? (tree removal, tree relocation, Armco installation) How much does each cost? How effective will each be?
- What sources of funding are available?
- How, when and by who is the final decision made?
- What type and level of impact does the feedback of the community have into this process?
- Will there be further consultation once there options are developed?
- Why do road works take so long to be completed?
- Can the community be provided with a digestible brief on:
  - The specific techniques that can be used to address the problem?
  - The anticipated effectiveness of those techniques?
- What assumptions are made about driver behaviour?
- What level of driver recklessness do we as a community feel we need to plan for in order to discharge our ‘duty of care’?
- Why is work being done on the section of the Kings Highway between Nelligen and Batemans Bay?
- What is the ratio of ACT to NSW motorists?
- Is there a trend in the accident statistics relating to the time of day or day of week when accidents occur?

5. Next steps

RMS will now follow up those people/groups identified during the engagement process that haven’t yet been engaged. These include:
- Dorothy Griggs
- Kirsty Altenburg
- Gilda Hagen (Garden Club)
- NARG – Native Animal Rescue Group
- NRMA Braidwood
- Braidwood Central School
- Braidwood District Hospital (Medical Centre)
- Braidwood Jockey Club
- Braidwood Rodeo Club
- Dr Arne Nilsson (local doctor)
- Braidwood Historical Society
- Braidwood Garden Club
- Cortona Resources (Majors Creek mine)
- United Farmers Organisation
- ACT Government agencies
- Palerang Council (Heritage Advisor)
- Heritage Society

RMS will consider the feasibility and effectiveness of the treatments suggested by the community and identify where more detailed investigation is required. A "Preliminary Investigation" report will be prepared and made available for community comment by the end of March 2012. The report will include:
- factors that need to be considered/investigated for each potential response to the road safety problem;
- relevant information that is already available;
- options that are assessed as not feasible or unlikely to provide a significant reduction in the number and/or severity of crashes that have occurred;
- studies/investigations that need to be undertaken to adequately assess options;

Following the initial assessment and completion of more detailed investigations, the community suggestions will be further refined in order to develop a set of feasible and effective options. The outcomes of this detailed investigation phase will be captured in an "Options Report" which will be made available for public comment. It is expected that the Options Report will be completed by the end of June 2012.

Submissions providing feedback on the Options Report will then be received and considered prior to any final proposal being prepared.

There will be opportunity for community comment throughout this process.