

MINUTES

Project:	PACIFIC HIGHWAY - ILUKA ROAD TO WOODBURN	Reference:	1235.40.GE
Location:	Woodburn Memorial Hall, Woodburn	Meeting Date:	6 April 2006

Present: Apology: Copy: Circulate: Name: Organisation: Location/Facsimile:

Present:	Apology:	Copy:	Circulate:	Name:	Organisation:	Location/Facsimile:
✓				Mark Eastwood	Roads and Traffic Authority	
✓				Scott Smith	Roads and Traffic Authority	
✓				Tim Colman	Connell Wagner	
✓				Tim Paterson	Connell Wagner	
✓				Nial O'Brien	Connell Wagner	
✓				Naomi Butcher	Connell Wagner	
✓				Members of the community - 31		
Subject: Community Information Session – Thursday 6 April 2006						Total Pages: 3

Agenda:

1. Welcome, introductions Mark Eastwood, RTA Project Manager
2. The Pacific Highway Upgrade Program Mark Eastwood, RTA Project Manager
3. Project update: process to date and key findings Tim Colman, Connell Wagner
4. The concept design Nial O'Brien, Connell Wagner
6. Q & A All
7. Close

Presentation:

Refer to the IR2W CIS Project Presentation 6 April 2006 (PowerPoint)

Questions and Answers:

- Community member
- What stage are we up to with planning process?
 - How much input does the community have?

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- Tim Colman
- Display until 28 April 2006. We are currently inviting feedback which will be fed into the next stage of the project (preferred route). The Environmental Impact Assessment (EIA) phase will follow which will include public displays as part of the formal Department of Planning process. The EIA phase will take most of the year and further community feedback on it will be welcome. Property acquisition under hardship would be able to take place only after the preferred route has been announced. The normal or 'programmed' acquisition process however, would not commence until after approval has been received to the project.
- Mark Eastwood
- There is only one alignment proposed so the process is simpler than others. Some property acquisitions may be eligible as 'hardship' acquisitions.
- Community member
- How safe are seagull intersections? How do seagull intersection and u-turn bays work?
- Nial O'Brien
- Highway traffic can move into the deceleration (turning) lane before beginning to decelerate. When coming out of a side road traffic only has to concentrate on getting through one lane of traffic at a time, whether turning left or right, and can more safely enter the main highway traffic stream.
- Community member
- When were the traffic counts undertaken?
- Tim Colman
- February-March 2005. The RTA has permanent count stations along the highway but project-specific counts were undertaken for one week, outside holiday periods. The purpose of the traffic counts is to provide a reference volume from which future traffic volumes can be predicted. Rural highways are not designed for the 'highest hourly volume' as this would not be economical. Instead the RTA adopts the '100th highest hourly volume' as the basis on which to set the capacity of the road for accommodating future traffic volumes. In the case of Iluka Road to Woodburn, the 100th highest hourly volume, determined from the RTA's permanent count station at the Tick Gates approximately 12km south of Woodburn, falls within the summer holiday period. Therefore the proposed concept design has factored in the peak periods for traffic flows, and the traffic analysis confirms that the concept design (including intersections) can accommodate future peak flows.
- Mark Eastwood
- With two lanes in each direction there will be more gaps for traffic to access the highway. The Iluka Road to Woodburn section of the highway is one of the lowest traffic volume sections. Planning is undertaken now for the future when traffic volumes are higher.
- Community member
- Are there solid barriers for the deceleration lane in seagull intersections?
- Nial O'Brien
- A solid island would not be provided as it would be unsafe next to the high-speed main traffic lanes. However the turning area provides safe refuge for all vehicles in all turn movements, so that a turning driver has only to concentrate on one carriageway at a time rather than be watching both directions at once.
- Community member
- Left in, left out access would require travelling up one way and all the way back. Also concerned about losing bus stop access. We do not want left in, left out only and it would also be an issue with emergency vehicles. A 5km detour for an emergency vehicle may be a life and death issue.

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- Mark Eastwood

 - The concept design includes U-turning bays. A balance is needed to cater for the needs of the local and greater community. The community can make a submission.

- Tim Paterson

 - The process is to invite comment and if the opportunity and rationale is there to alter the design it would be done.

- Community member

 - How will helicopters land with the wire rope?

- Tim Paterson

 - The wire rope is not a feature of the concept design however adequate access would be maintained.

- Community member

 - Suggest a service road at New Italy be brought up to Cypress Road as most traffic in that area needs to travel north.

- Mark Eastwood

 - The upgrade will reduce cross roads onto the highway.

- Tim Paterson

 - The benefit of the service road is to pick up access points.

- Community member

 - Runs a business and will find it difficult to encourage traffic to travel back in the other direction.

- Community member

 - Why can't the Class A design include a separate local service road?

- Mark Eastwood

 - The cost of a service road all the way between Iluka Road and Woodburn would be substantial. Traffic volumes presently do not justify the extra cost of providing a service road under the Class A scenario. Under the Class A design safe access can be provided to all properties and side roads along the highway.

- Community member

 - How much traffic is needed to justify a service road?

- Mark Eastwood

 - It is more than just the traffic volumes. A decision regarding a service road would have to factor in other issues like how many properties require access, how many side roads are there, what are the traffic volumes on those side roads, and what are the potential impacts of a wider road corridor? Remember that if a service road is built, the road corridor becomes significantly wider and this means greater land take and greater environmental impact.

- Community member

 - Will the pavement be better than the current pavement?

- Nial O'Brien

 - Yes. In some areas we may try and retain the existing pavement where it is in good condition, such as between Gap Road and Woodburn, but by the time this road is built it is likely that most of the pavement will have to be replaced. A decision as to the type of pavement would not be made until later in the design process, but the pavement type would be selected based on a number of criteria including its design life.

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Community member ■ If we come up with a plan to keep local traffic off the highway would it be considered?

Tim Paterson ■ That's the aim of the Class M strategy.

The meeting was followed by viewing of detailed concept design plans and individual discussion.