

NRMA MOTORING & SERVICES BETTER ROADS PROJECT 2005

REPORT TO THE COMMUNITY

SOUTHERN NSW & ACT



**A REPORT COMMISSIONED FOR SOUTHERN NSW
& ACT BETTER ROADS PANEL**



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TERMS USED IN THIS REPORT

Blackspot – specific point on road where crashes occur

Blacklength – long section of road where crashes occur

LGA – Local Government Area

MVKT – Million Vehicle Kilometres Travelled

A message from NRMA Motoring & Services CEO, Tony Stuart



The Better Roads project marks a renewed focus on the needs of regional motorists by Australia's largest and strongest motorist organisation in our 85th year.

NRMA Motoring & Services has been keen to take a closer look at the link between roads and regional economies in NSW and the ACT for some time.

NRMA decided to take an active step after receiving feedback from the community during a series of forums in country centres in 2004 that road infrastructure was not keeping pace with local needs.

NRMA sees the Better Roads initiative as a logical extension of the 'Safer Roads Saves Lives' campaign by taking it to a grassroots level.

For this initiative to be effective NRMA Motoring & Services needed the local input and passion of those that are directly affected by the quality of regional roads on a daily basis.

To ensure a broad spectrum of opinion, the Better Roads Panels have comprised a balanced mix of community, business, industry and local government representatives. In addition we asked the wider community to make public submissions on issues of importance to them.

It made sense to combine the local knowledge of the area with NRMA's strong research capability.

Our aim is for the research findings in this report to be used to help the community lobby for better funding and smarter solutions for their region's roads.

It is recognised that not every road issue raised with us is addressed in this report. While many significant issues emerged it was not possible to commission research into each one this time around. This research should be seen as a first step and significant start to what will be an ongoing endeavour to lobby for better roads in regional areas.

NRMA has been delighted by the strong interest in this initiative and would like to thank Panel members as well as the community for their valuable input into this process.

United we can make a difference.

A handwritten signature in blue ink that reads "Tony Stuart". The signature is stylized and cursive.

Tony Stuart
CEO
NRMA Motoring & Services

What is the Better Roads Project?

NRMA Motoring & Services' Better Roads initiative is a community based project to bring together NRMA and regional communities to build a case for better roads.

NRMA believes there is a strong link between a quality road network and a healthy regional economy.

Better Roads involves the commissioning of research into significant local roads and highways with the active participation of the local community in 10 key regions in NSW and the ACT.

The goal is to identify the gaps and problems in the road network in regional areas, research the case for improvements, and provide the community with facts to enable them to lobby for better roads.

HOW DOES THE COMMUNITY PARTICIPATE?

Each community is represented by its own NRMA Better Roads Panel made up of a broad cross-section of the community including Councils, regional industries, road transport, local businesses, tourism, regional development organisations and the medical profession.

The 10 Better Roads Panels include the Southern NSW & ACT, Far North Coast & Northern Rivers, South Coast, South West & Riverina, Central Coast, Illawarra, Hunter, North West & New England, Central West & Western Plains and the Mid North Coast.

NRMA advertised widely in local newspapers, inviting the public to make submissions, or visit www.mynrma.com.au and have their say on Better Roads.

WHAT HAS HAPPENED SO FAR?

Each Panel met between June and August 2005 to identify key road issues in the region and to recommend roads for NRMA funded research. The research is aimed at generating solid facts to help build the case for better roads and more funding.

NRMA Motoring & Services then commissioned independent expert research companies to conduct this work, which is now complete. Key findings are contained in this report.

THIS REPORT

This report documents the feedback NRMA has received from the Better Roads Panel and the local community about key road issues for the Southern NSW and the ACT, as well as providing an overview of the research findings for the region.

Copies will be forwarded to State and Federal Roads Ministers, Opposition Roads & Transport spokespersons, local MPs, Councils, regional and community organisations.

Panel Chair's Report – Alan H Evans



It has been my pleasure to chair the Southern NSW & ACT Better Roads Panel on behalf of NRMA Motoring & Services.

There is a strong link between quality roads and a robust regional economy that creates jobs and sustainable local industry growth and encourages tourism. These factors are all the more important in the strategically significant region around the national capital.

Quality road links between key regional centres such as Queanbeyan to the coast via the Kings Highway, Canberra and Cooma via the Monaro Highway and Canberra and Yass via the Barton Highway are vital to the ongoing economic health of the region.

Through NRMA's Better Roads Panel initiative, Panel members and the general public have provided invaluable feedback to us on what constitutes the most important road issues facing the local community in southern NSW and the ACT.

The large number of public submissions and concerns raised at the Panel meeting highlight an ongoing deterioration of the region's roads due to increasing commuter, industry and tourism traffic. The community perceives a lack of investment from all levels of government.

The Panel selected the Kings Highway as the independent research project for the region. The Kings Highway remains an urgent priority, as it is expected to come under intense traffic pressure following the opening of the new Defence facility east of Queanbeyan. NRMA's last audit of the Kings Highway conducted in 2001 highlighted the high crash and injury rates and traffic congestion during holiday periods. It is of major concern that the research commissioned by NRMA's Better Roads Panel has indicated that traffic on this key road link will double following the opening of this facility yet no funding has been provided for road improvements.

To this point, the community's concern about the Kings Highway has not been matched by funding commitments from the State or Federal Governments, and NRMA will be using this information to push for more urgent action.

I'd like to thank the community for their invaluable contribution in both time and feedback to this initiative. NRMA is committed to the campaign for better roads for the Southern NSW and ACT region.



Alan H Evans
President
NRMA Motoring & Services

SETTING THE AGENDA – THE PANEL’S RECOMMENDATIONS



THE PANEL MEMBERS

The Southern NSW & ACT Better Roads Panel comprises NRMA President Alan Evans, NRMA Southern NSW & ACT Country Manager Ron Collins and 12 members of the community representing the region's businesses, industry and local government. The Panel members brought extensive experience and knowledge of their region. NRMA thanks them for their time, expertise and community spirit.

Susan Bruce
Poachers Pantry

Kym Cheatham
Executive Director
ACT Tourism Industry Council

James Hatfield
Chairman
Snowy Monaro Business Enterprise Centre

Darren James
Roads & Traffic Engineer
Wingecarribee Shire Council

Gary McDonald
Road Safety Officer
Queanbeyan City Council

Ian McNamee
President
Queanbeyan Business Council

John Miller
Executive Director
Canberra Business Council

Dugald Mitchell
Chairman
Cooma Unlimited

Clr Paul Stephenson
Mayor
Goulburn Mulwaree Council

Clr Sue Whelan
Chair
South East Australian Transport
Strategy Incorporated (SEATS)

Jim Wickham
Chairman
Yass Valley Chamber of Commerce

Liz Young
Regional Services Manager
Southern Tablelands Monaro and
Coast NSW Farmers' Association

“ According to NRMA’s projections, next year will be a crossover point where there will be more road taxes collected than dollars spent on roads in NSW. That’s a real concern for all motorists. ”

Alan H Evans, President, NRMA Motoring & Services

THE REGION

The Southern NSW & ACT region incorporates the local government areas of ACT, Greater Queanbeyan City, Yass Valley, Upper Lachlan, Palerang, Goulburn Mulwaree, Wingecarribee, Cooma-Monaro, Snowy River, Bombala, Harden, Cootamundra, Boorowa and Tumut.

Residential, tourism and general economic growth are driving demand for better infrastructure in Southern NSW and ACT.

An increasing population and the growing popularity of tourism to the ski fields and wine country in this region have led to increased traffic volume. This in turn affects the state of the roads and their capacity to carry a heavier flow of vehicles. This increase in traffic has highlighted the deterioration of Southern NSW and ACT roads and reinforced the need for urgent upgrades.

Of particular concern is the Kings Highway which is expected to face a further increase in traffic volume with the opening of a new Defence facility at Bungendore, which will contribute to existing safety concerns such as lack of adequate passing opportunities and the high crash and casualty rate from ACT to the South Coast.

PANEL DELIBERATIONS

The Southern NSW & ACT Panel Members met in Queanbeyan on 19th July 2005.

KEY ISSUES

The Kings, Barton and Monaro Highways emerged as critical issues in the Panel’s discussions. All three major routes were regarded as being in substandard condition.

The Kings Highway was an issue of particular concern, notably:

- The suitability of the road to meet the needs of tourist traffic, freight and local commuters.

- The need to clearly identify blackspots and eliminate them.
- The lack of passing opportunities and the potential for upgrading the road to dual carriageway, given the increasing amount of traffic projected to use it.
- The impact of the new Defence facility on traffic volume.
- Poor road surface quality and access for tourists.

Other major road issues discussed included:

- Traffic issues: increasing volumes on key arterial roads and general road deterioration from commuters heavy vehicles on single carriageway roads.
- Ski season and holiday traffic congestion.
- Increasing heavy vehicle movements from logging industry, as well as alternatives to road freight to ease the pressure on local roads.
- Blackspots on the Barton Highway and tourist roads including Wombeyan Caves Road, Canberra winery region roads, Snowy Mountains and Southern Highlands tourist drives.
- Lack of road capacity for high volume commuter traffic on Barton Highway from Yass to Canberra.
- Lack of planning for infrastructure renewal and replacement and the need for a comprehensive regional development plan and the funding to support it.

Big Picture Issues

The panel identified a series of “big picture” issues that require a greater focus from Government planning authorities:

- Protecting road corridors to meet future network requirements.
- Improving capacity of roads for carrying logging vehicles.
- Improving roads that support the tourism industry.
- Overall poor condition of local roads.



The patchy surface of the Kings Highway 8km from Batemans Bay

THE PANEL'S DECISION

After a productive and lengthy discussion the Panel recommended NRMA audit the Kings Highway as a first step in a comprehensive audit program for Southern NSW & ACT's key highways.

Research firm GHD was engaged to conduct the study which would include an examination of the impact of the

proposed new Defence facility east of Queanbeyan on traffic volumes on the Kings Highway.

The audit also includes:

- An overall assessment of the road condition and recommendations for improvements along the route.
- A safety performance of the route when compared with national and state averages.

WHAT OTHER PANELS SAID

In many cases, issues raised at one Panel meeting were similar to those raised by other Panels in a nearby region.

The South Coast Panel meeting touched on a number of issues similar to those discussed by the Southern NSW & ACT Panel.

SOUTH COAST

The central issue identified by the South Coast Panel was the current state of the Princes Highway and the economic impact of the Highway's condition on regional industries and communities.

However the Kings Highway and other east-west links such as the Snowy Mountains Highway were also cited as a concern, requiring safety improvements such as better

alignments and more overtaking lanes.

Road safety at Clyde Mountain (Kings Highway) and Brown Mountain (Snowy Mountains Highway) was of special concern to this Panel.

The Panel commissioned further research on the Princes Highway, which found:

- The estimated \$780 million needed to upgrade the Highway would be repaid in savings to the community in just 11 years.
- Upgrading the Princes Highway could save up to \$90 million in the first year of upgrade to \$200 million by 2035.
- The estimated avoided crash costs attributed to the Princes Highway upgrade range from \$29 million in 2005 to \$137 million in 2035.

“ The construction of the Defence facility is not going to be isolated, it will have a ‘spoke effect’ on the entire region.

Ian McNamee,
Queanbeyan Business Council



Northside Chronicle, 26.7.2005

“ Practical improvements of our roads don't have to cost huge amounts of money – small investments can give big returns.

Darren James, Roads & Traffic
Engineer, Wingecarribee Shire Council

Lobbyists call for road work

The NRMA will make a direct appeal to the Federal Government for funding to upgrade the Kings Highway, ahead of the construction of a new Defence headquarters at Bungendore.

The NRMA's Better Roads Panel met in Queanbeyan yesterday, to decide on a list of priority roads infrastructure projects the organ-

Canberra Times, 20.7.2005

NRMA MOTORING & SERVICES ROAD AUDIT PROGRAM

NRMA Motoring & Services has a continuing commitment to assessing the safety and adequacy of major roads and highways around NSW through regular audits of major routes. NRMA's road audits consider road condition, crash statistics and recommend improvements.

A number of Southern NSW and ACT roads have been the subject of NRMA road audits in recent years.

A summary of key findings is outlined below.

ACT & SOUTHERN HUME HIGHWAY ROAD AUDIT 2003

- The number of crashes declined by 14% over the previous 10 years.
- The best section (based on road safety) was Goulburn (northern Exit) to Sturt Highway – crash and casualty rates 22% and 15% below the route average respectively.
- The worst section was Sturt Highway to Victorian border – crash and casualty rates 37% and 57% above the route average.

BARTON HIGHWAY ROAD AUDIT 2002

- Since 1992, NRMA recorded a number of improvements including additional overtaking lanes and significant improvements to the width and condition of roadside shoulders.
- Road safety performance has fluctuated over the last decade, however the crash rates for NSW have reduced by 48% since 1992.
- Fatality rates decreased from 1.60 per 100MVKT to 1.23 per 100MVKT.
- Reduced crash and casualty rates for the highway since 1995 prove that the Pacific Highway Upgrade Program has delivered many benefits.

NRMA KINGS HIGHWAY ROAD AUDIT 2001

- Crash and casualty rates along the route continue to be higher than those experienced on other main routes in the region surveyed by NRMA.
- Overtaking restrictions and winding alignment can produce frustrating conditions for motorists, particularly during seasonal peak times when traffic volumes can more than triple.
- However, some improvement in road safety performance was noted in correlation with improvements to the road.



Roads are critical to the local economy. If both local residents and tourists can't access them easily, it really restricts the entrepreneurialism that is driving the tourism and wine industry around Canberra. We can lose our customers because they're sitting on the Bruce Highway for hours due to traffic delays.

Susan Bruce, Poacher's Pantry

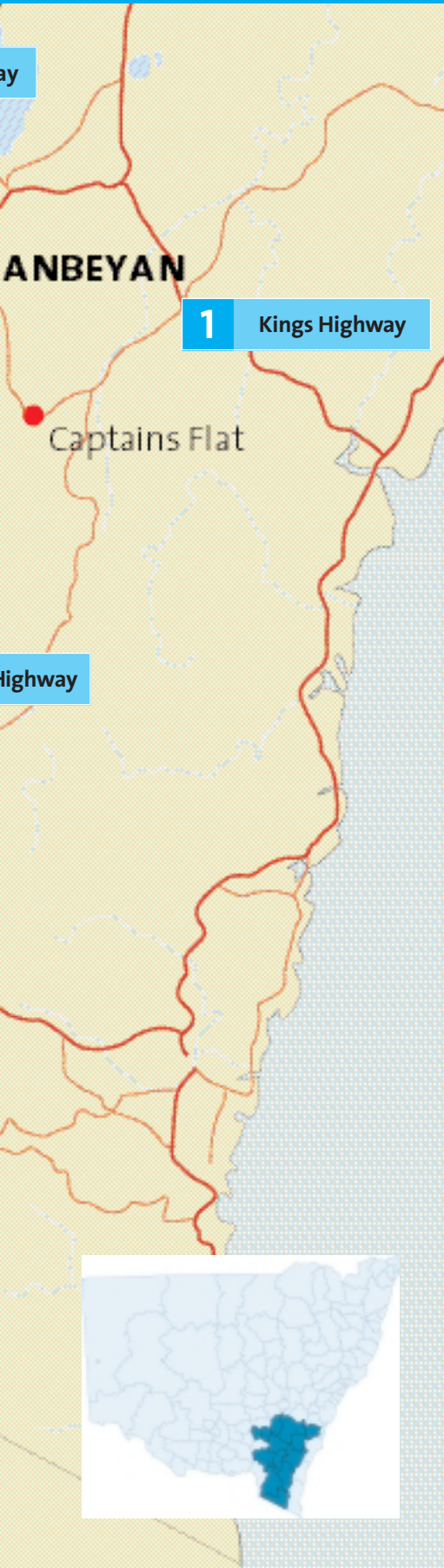


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Obviously tourism is vital to the Snowy region but we need to better manage the seasonal tourist traffic through Cooma in winter. This is a major issue, with traffic queuing and conflict between local and through traffic.

Dugald Mitchell, Cooma Unlimited



The community's key road issues

The issues listed below were identified by Panel members and in public submissions as some of the key issues for the region.

MAJOR LINKS

1 Kings Highway

The suitability of this road to meet significantly increasing traffic volumes was called into question. Tourist traffic, freight and commuter traffic are all increasing. Safety is a particular issue, with a high rate of accidents around the Clyde Mountain area and a lack of adequate passing opportunities.

2 Barton Highway

The Panel argued that an upgrade of this key link is required from the ACT to the Hume Highway (providing an important link between the national capital and Melbourne).

3 Hume Highway to Albury

One of the country's most important roads urgently needs to be dual carriageway all the way along its length.

4 Monaro Highway

There is a need for more passing lanes and safe overtaking opportunities along this route.

OTHER ROADS

- **Majura Parkway**

Duplication to link to the ACT Parkway system.

- **Braidwood – Cooma Road**

Overall road quality and safety.

- **Poor quality of key tourist route roads**

Wombeyan Caves Road, Canberra Wineries roads, Tharwa-Adaminaby Road, Ando-Dalgety Road and Yaouk area roads.

Curves along the Kings Highway are often hazardous: this location 27km west of Batemans Bay was identified as a blackspot



NRMA RESEARCH STUDY: KINGS HIGHWAY

KEY FINDINGS

- Crashes on the Kings Highway have cost \$42.65 million over the past three years – that’s equivalent to nearly \$39,000 every day.
- Traffic: continually worsening and new defence facility will immediately increase traffic by 99% – or 553 vehicles every day.
- Funding: only one current Government project, despite underperformance against state and national averages for safety.
- Safety: particular concerns over Clyde Mountain, and only 5% of road deemed to provide “safe” overtaking opportunities.
- Two blackspots (one in Eurobodalla and one in Palerang) and 16 blacklengths (nine in Eurobodalla, six in Palerang and one in Queanbeyan City) are identified.
- Casualty crash rates on the Kings Highway are 85% higher than the NSW average and road fatalities are 8% higher.

“ The Kings Highway study corridor provides a critical west-east transport link for commuter, tourist, business and general traffic that travels between the ACT and coastal townships situated along the far south coast of NSW. ”

Rural Route Performance of the Kings Highway – GHD Report, September 2005

AUDIT FINDINGS

The independent audit of the Kings Highway conducted by GHD on behalf of NRMA Motoring & Services revealed a substandard route that needs urgent attention:

- There are “safe” overtaking opportunities on just 5% of the route – the vast majority of the highway is only two lanes.
- There are no overtaking lanes in the ACT section of the road.
- An additional 48% of the route offers “possible” overtaking opportunities.
- A 6.3km section of the road in the Palerang Council area is classified as “narrow” – with traffic lanes of less than three metres width.
- Approximately 12% of the route (16.1km) had a “poor” pavement quality rating.
- Approximately 10% of the route (14.2km) had road shoulders that were in “poor” condition.
- Approximately 19% of the route (26.9km) was observed to be impacted by hazards such as trees and drains.
- A total of 95 curve warning signs were situated along the route with a high number of these associated with Clyde Mountain and the Great Dividing Range crossing. This represents one significant curve every 1.47km.

increase towards Queanbeyan and Canberra.

- The ongoing development of rural residential estates situated along western sections of the Kings Highway corridor will place increased pressure on the existing road.
- The growth of these estates could potentially impact on capacity and safety between Bungendore and Queanbeyan.
- The Kings Highway attracts significant seasonal traffic, which can lead to major delays along eastern sections of the route.

LACK OF FUNDING

A review of the RTA Major Works Program identified that only one improvement scheme was identified along the Kings Highway, which was the ‘Queanbeyan heavy vehicle northern route upgrade’ project along a non-rural portion of the route. No road funding was identified to be allocated to the Kings Highway between Yass Road and the Princes Highway from the NSW State Government.

The lack of major road improvement funding along the highway does not meet the opinion of motorists, who have ranked it the fourth worst road in NSW.

CRASH TRENDS

The Kings Highway underperforms when compared with the State and National averages for all crash rates – casualties, hospitalisations and fatalities.

In particular, the rate of people hospitalised after crashes on the Kings Highway is well over the national average.

- 877 crashes were recorded on Kings Highway over a 10-year period.
- This is an average of about one crash every four days.
- Over this time there have been 24 fatal crashes, 355 crashes resulting in injury and 488 crashes resulting in property damage.
- The rate was worse than this in 2004, when there were 103 crashes



Braidwood Times, 26.10.2005

FIVE KEY TRAFFIC TRENDS ON KINGS HIGHWAY

- Traffic on the Kings Highway between 1988 and 2003 has grown by 58%.
- Traffic volumes are generally high during peak commuter periods on the western section of the route and

“ It is of great concern that the Defence complex is being built out on the Kings Highway without an adequate funding package to improve the road. ”

Cr Sue Whelan, Queanbeyan City Council and Chair of SEATS

resulting in six fatalities and 53 injuries.

- The 40km section of road over the Great Dividing Range – which includes Clyde Mountain – recorded the highest number of crashes, with 22% of all incidents occurring in this area.
- The most common type of crash – 18% of all incidents – was when a vehicle leaves the road to the left on a right hand bend and crashes into a stationary object.
- Head-on collisions made up one in 10 of all crashes.
- Crashes occurred most frequently on Sundays (20%) and least frequently on Tuesdays (9%).

WHAT DOES A CRASH COST?

The total cost of all crashes on the Kings Highway between 2002-2004 was \$42.65 million – nearly \$39,000 a day.

Kings Highway crash, fatality & casualty costs between 2002-2004

Crash Type	Number	Cost	Cost per crash
Fatal	12	\$22,795,560	\$1,899,630
Injury	137	\$18,734,750	\$136,750
Tow-away	157	\$1,122,550	\$7,150
Total	306	\$42,652,860	

Source of cost per crash: RTA Economic Analysis Manual (1999, with revisions)

Blackspots and Blacklengths within each Local Government Area

LGA	RTA Crash Data for the period 2002 to 2004	
	Blackspots	Blacklengths
Eurobodalla	1	9
Palerang	1	6
Queanbeyan City	–	1
ACT	–	–
Total	2	16

Source: Kings Highway Crash Statistics, 2002 – 2004 (RTA)

Fatal crashes made up over half of this cost – \$22.8 million.

BLACKSPOTS

- Based on 2002-2004 crash data, two principal blackspots on the Kings Highway have been identified.
- Near Clyde Mountain, 27km west of Batemans Bay.
- Near Braidwood, 45.3km west of Batemans Bay.
- 16 “blacklengths” (areas of road between 150-500 metres in length where more than three accidents in the last three years have occurred) were identified – over half of these (nine) were in Eurobodalla Shire.

BUNGENDORE DEFENCE FACILITY

The proposed Defence Headquarters Joint Operations Command (HQJOC) is to be constructed approximately 8km south of Bungendore – it has provision for 1100 vehicles.

According to the project’s traffic impact study, the traffic generation by the proposed site has been estimated to be 595 vehicles per hour during peak periods.

As a consequence, traffic along the Kings Highway to the south of the proposed facility will increase by 99% – from 560 vehicles per hour to 1113 vehicles per hour – leading to further delays.

Much of this increased congestion will be experienced to the south of the proposed facility.

Much of the peak traffic movement generated by the facility will also be travelling into the sun in the morning and afternoon peaks – contributing to safety concerns.

The key intersections likely to be impacted by the proposed development are:

- Molonglo Street and Maldon Street in Bungendore; and
- Yass Road and Bungendore Road/Ellerton Drive in Queanbeyan.

RECOMMENDED RESPONSE:

It is likely that additional road capacity improvements will be required during peak commuter periods to enable the road to perform satisfactorily in the future. These include:

- Additional turning lanes at key intersections.
- Improvements to safe overtaking opportunities.
- Additional median breaks and further separation of movements at key intersections.
- Additional storage capacity and other intersection capacity upgrades.

“ The new Defence facility will have an enormous impact on the lives of people who use the Kings Highway every day. This research is timely given that the Federal Government is yet to commit funding to the highway to accommodate the extra traffic generated by this facility. ”

Alan Evans, President,

THE COMMUNITY'S SAY – PUBLIC SUBMISSIONS TO NRMA MOTORING & SERVICES

Public submissions were called for to provide views or data which related to the economic or social impacts of road quality in Southern NSW and the ACT region.

SOUTHERN NSW & ACT COMMUNITY'S RESPONSE

Submissions highlighted the need for improved commuter, tourist and freight routes. Congestion, the lack of passing opportunities, and the poor quality of roads leading to and from tourist destinations were of particular concern.

Responses included:

Kings Highway

- The impact on traffic levels of the new Defence facility near Bungendore will put pressure on the route which is already substandard.
- The road requires continued upgrade to meet safety concerns.
- The accident rate on the highway is too high.
- There is a lack of alternative routes.
- Increase in heavy vehicle traffic from logging and related freight.
- The need for the Queanbeyan bypass is urgently required.
- T-intersection of the Kings Highway/The Ridgeway needs improvements.

Monaro Highway – Lanyon Drive

- Need for upgrade to dual carriage-way of this major connector road.

Burley Griffin Way

- Traffic congestion.
- Limited passing opportunities on Hume Highway section.

Majura Lane link between Federal Hwy and Fairbairn Avenue

- High and increasing traffic volumes.

KEY TOURIST ROUTES

Sealed road to Oberon, Wombeyan Caves

- Condition and maintenance of road serving as route to tourist destinations.

Canberra winery region roads

- Poor road surface quality – acts as a deterrent for tourists.
- Lack of maintenance.
- Roads remain unsealed around Hall despite years of requests by residents

and vineyard owners, with school buses unable to access some areas.

LOCAL ROADS

Upgrade of Gundaroo Road to Regional Road

- Road classification as important link road.

Farrer Place/Monaro St

- Queanbeyan main street, requiring bypass.

Crawford St, Morrisett St, Lowe St, Collette St

- Traffic levels, speeds.
- Parking and pedestrian issues.
- Customer access.
- Delivery vehicles – access, parking.

Yass Road, Crawford/Urriara, Cooma Road, Southbar Road, Lanyon Drive, Tommsitt Drive, Hume and Fyshwick

- Transport of product and access for raw materials.
- Commuter traffic issues.
- Need traffic flow/volume snapshots.
- River crossing.

Peelwood Road

- Unsealed road is dangerous and requires sealing.

Canberra – Kings Bridge

- Works need to be undertaken to reduce the incidence of dangerous merging opportunities.
- Dedicate lane for traffic coming from under the bridge.

“ It [The T-intersection of the Kings Highway/ The Ridgeway] is the only intersection between Queanbeyan and Bungendore which has no dedicated turning lanes and is badly placed and constructed. ”

Ridgeway Community Group

“ Hills of Hall residents are campaigning to have Southwell, Brooklands and Woodgrove Roads upgraded. These Yass Valley Shire roads serve some 20 properties, including six vineyards, three cellar doors, a winery, olive groves, an orchard and two B&Bs but are in poor condition. A submission to the Shire reports on poor safety, lack of school bus access and the strong disincentive to tourists to visit. “The fact is that every one sees that these roads should be sealed as a matter of priority but no one will take responsibility,” the group said. ”

Ridgeway Community Group

PUBLIC SUBMISSIONS TERMS OF REFERENCE

The terms of reference for public submissions to NRMA Motoring & Services Better Roads Project included:

- Roads requiring improvements to support key regional industries.
- Identifying gaps in the existing network requiring new roads to support economic development and community need.

- Identifying options for funding for new projects.
- Roads requiring improvements to asset efficient freight movements.
- Roads requiring improvement for safety.
- Road maintenance issues in the region.
- Emerging issues for the region relating to roads and transport infrastructure.

NEXT STEPS

The information contained in this report can be used by the local community to support its case for better roads and to foster debate on local motorists' concerns.

NRMA Motoring & Services will undertake these next steps as part of the campaign for better roads for the Southern NSW & ACT region:

LOBBYING GOVERNMENT

NRMA Motoring & Services will distribute a copy of this report to:

- The State and Federal Ministers responsible for roads.
- State and Federal Opposition spokespersons on roads.
- All State and Federal Members of Parliament who represent the region.
- All Councils in the region.
- Key stakeholder groups with an interest in the region's roads.

BRIDGING THE GAP: NRMA MOTORING & SERVICES BETTER ROADS CHALLENGE

Bridging the Gap: NRMA Motoring & Services Better Roads Challenge is a survey of Councils to establish the level of funding required to fix their roads and bridges to cope with their current and future traffic demands. When NRMA Motoring & Services last surveyed Councils in 2003,

it identified in excess of \$2.8 billion in projects needing funding over 20 years excluding Local Council roads. This year's survey will extend to Local Council roads to provide a comprehensive picture of the investment required from State and Federal Governments to fix our roads.

HOUSE OF REPRESENTATIVES STANDING COMMITTEE ON TRANSPORT AND REGIONAL SERVICES

NRMA Motoring & Services will send a copy of this report together with the research report to the House of Representatives Standing Committee on Transport and Regional Services Inquiry into the integration of regional rail and road networks and their interface with ports.

NRMA ROAD AUDITS PROGRAM

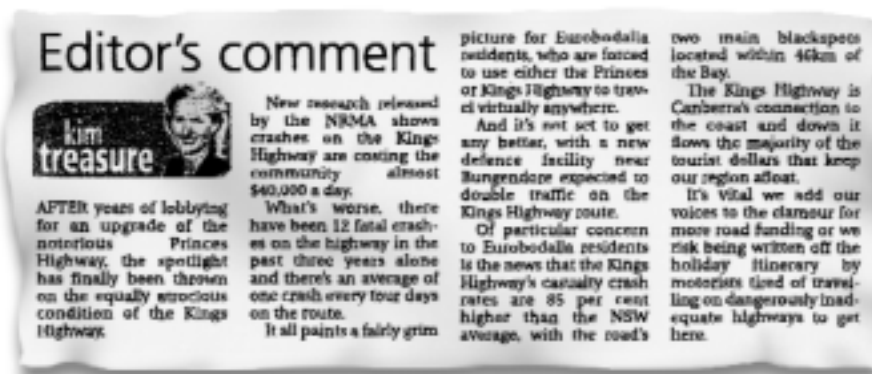
As part of its continuous Road Audits Program NRMA Motoring & Services will undertake audits of the Monaro and Barton Highways.

“ [the ACT section of Lanyon Drive] is a single-lane carriageway connecting the Monaro Highway in Hume in the ACT, and the dual highway of Lanyon Drive in NSW. This very feature itself is a major danger as drivers from both directions must adjust to a dangerous single lane road with a 60km/h limit after travelling on divided roads both with 80km/h speed limits. ”

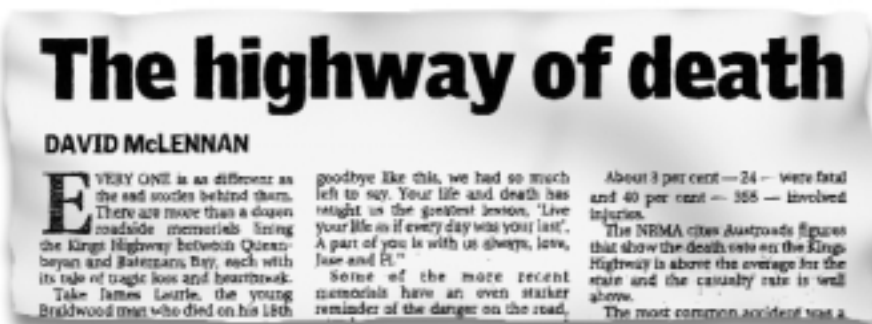
Jerrabomberra resident

“ Defence is committed to ensuring that Roads ACT and NSW Roads and Traffic Authority are provided with the necessary information on the likely and projected impacts of the Headquarters on traffic management and road capacity in a timely manner to enable their planning to proceed. This will help to ensure that any potential capacity constraints resulting from the location of the Headquarters are identified and addressed to maintain appropriate safety and amenity levels on the affected road network. ”

Department of Defence representative



Bay Post, 21.10.2005



Canberra Times, 29.10.2005

FOR MORE INFORMATION

CONTACT US

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