

# BARTON HIGHWAY IMPROVEMENT STRATEGY

## Community Consultation Report

JANUARY 2017



Australian Government

**BUILDING OUR FUTURE**





# CONTENTS

<b>1</b>	<b>INTRODUCTION AND BACKGROUND</b>	<b>2</b>
1.1	About the Improvement Strategy	2
1.2	Community consultation	2
1.3	Improvements on the Barton Highway	3
1.4	About this consultation summary report	4
<b>2</b>	<b>CONSULTATION SUMMARY</b>	<b>5</b>
2.1	Communication activities	5
2.2	Consultation activities	6
2.3	Overview of issues raised	6
2.4	Comment assessment process	6
<b>3</b>	<b>RESPONSES TO ISSUES RAISED</b>	<b>8</b>
3.1	Duplication or staged duplication planning	8
3.2	Intersection safety and efficiency	11
3.3	Road safety	12
3.4	Travel efficiency	16
3.5	Murrumbateman bypass and amenity	18
3.6	Pavement condition	19
3.7	Overtaking opportunities	20
3.8	Corridor planning	21
3.9	Strategic significance	22
3.10	Incident management	22
3.11	Speed limits	23
3.12	Heavy vehicles	24
3.13	Road geometry	25
3.14	Access	26
3.15	Other issues	26
<b>4</b>	<b>WAY FORWARD</b>	<b>28</b>
<b>5</b>	<b>APPENDIX</b>	<b>29</b>
	Appendix 1 – Table of respondents	29
	Appendix 2 – Community Consultation Material	35

# 1 INTRODUCTION AND BACKGROUND

## 1.1 About the Improvement Strategy

The Barton Highway (route A25) is a strategically important link in the national road network and forms one of the Sydney-Canberra corridors and part of one of the Sydney-Canberra-Melbourne corridors. It connects south west NSW to the employment, health and education opportunities in Canberra and supports freight movements to the ACT.

The Barton Highway Improvement Strategy has been funded by both the Australian and New South Wales governments, with input from the Federal Department of Infrastructure and Regional Development, Transport for NSW, Roads and Maritime Services, Yass Valley Council and the ACT Government. The actions outlined in the Improvement Strategy are expected to be delivered in line with the NSW Long Term Transport Master Plan, Regional Transport Plans and other relevant national and state plans.

The Improvement Strategy sets out the NSW Government's 20 year plan to manage and guide the development of the Barton Highway to improve safety, traffic efficiency and sustainability. It addresses the current issues and constraints and takes into consideration the anticipated growth in traffic demand on the NSW section of the highway. It also complements the staged duplication of the highway as far as practical.

## 1.2 Community consultation

The NSW Government consider consultation with the community an important part of project planning. Our aim is to keep the community well informed and invite feedback throughout this process.

Extensive community engagement has been carried out in the planning for a future duplication of the Barton Highway. The road corridor boundaries for the future duplication of the Barton Highway were finalised in 2011 after community information and consultation sessions were held in Murrumbateman and Yass in 2008, 2010 and 2011.

Community consultation was carried out twice as part of developing the Improvement Strategy. In the first part of the consultation the community was asked about its priorities for the highway, the locations of issues and opportunities for improvement. Community drop-in sessions and roundtable discussions with invited members of local communities, stakeholder groups and elected representatives were held in August and September 2014 to discuss traffic and safety issues. Feedback was also received via an online survey, email, post or a 1800 free call number. A total of 446 responses were received during the eight-week consultation period.

We received a significant response from the community identifying issues of concern. All feedback and local knowledge was considered in the preparation of the Draft Improvement Strategy.

The second part of the consultation was to gain feedback on the Barton Highway Draft Improvement Strategy which was released in October 2015. In November 2015, Roads and Maritime and TfNSW staff attended two information kiosks in Murrumbateman and Yass to learn if the short, medium and long term priorities identified in the Improvement Strategy supported original feedback received from the community, key stakeholders and elected representatives. Staff also took the opportunity to answer community questions at these sessions. In addition, the draft Improvement Strategy was placed on the Roads and Maritime and TfNSW website for downloading.

## 1.3 Improvements on the Barton Highway

The Australian Government committed \$40 million to the Barton Highway as part of the Nation Building Program 2009-2014. This funding was used to deliver safety works at Capricorn Corner, Gounyan Curves, Murrumbateman Road, McIntosh Circuit, and Euroka Avenue, and to strategically purchase portions of land for the duplication corridor. It was also used to develop a strategic duplication design so that road corridor boundaries for the future duplication of the highway could be determined for the Yass Valley Council Local Environmental Plan (LEP). The road corridor boundaries were finalised in December 2011.

The Australian and NSW Governments have previously recognised the need for future duplication of the Barton Highway. Figure 1-1 shows the Staged Duplication Planning on the Barton Highway. This can be seen in the:

1. Reservation and partial purchase of the duplication corridor. The duplication corridor is included in Yass Valley Council's LEP, and the NSW Government has to date purchased about eight kilometres of the remaining 32 kilometre corridor;
2. The construction of sections of road such as the Gounyan Curves realignment and the Capricorn Corner realignment so that they may form part of one carriageway of the future duplicated road; and
3. The commitment in this Improvement Strategy supporting overtaking lanes and safety upgrades will form part of, or complement, future duplication works.

More recently the Australian and NSW Governments have also committed to the development of a Strategic Business Case for staged duplication. A business case describes how any projects or programs or capital expenditure will address a service need or opportunity. The business case assists decision makers to determine if the proposed initiative is of value and is achievable compared to the relative merits of alternative proposals.. The business case will

review all aspects of the strategic concept design, including staging and an assessment of the triggers that would be used to prioritise duplication stages.

This Improvement Strategy supports an investment in the short term to provide a safer road and more efficient travel, particularly during peak periods. These improvement works will form part of or complement the longer term duplication of the highway forming one of the future carriageways with strengthened pavement, appropriate alignment and safe roadside environments.

Traffic forecasts and performance analysis indicates that, if additional overtaking lanes are progressively installed along the Barton Highway and a safer road environment provided, then the highway will be able to provide an efficient and safe travel environment for customers for many years.

It is recognised, however, that factors such as housing growth and commercial development are dynamic, and can change over time at different rates than currently envisaged leading to fluctuations in the growth rates of traffic along a route. For this reason it is important to continue to monitor the performance of the Barton Highway. The NSW Government has committed to the review of Corridor Strategies such as the Barton Highway Improvement Strategy at least every five years. This will include review of the traffic and safety performance of the Barton Highway.

**Figure 1-1** Staged Duplication Planning for the Barton Highway



## 1.4 About this consultation summary report

This consultation summary outlines the communication and consultation activities carried out in late 2015 on the Barton Highway Draft Improvement Strategy. It also provides a summary of the comments and ideas received from stakeholders and the community during this period, as well as the NSW Government's response to issues raised.

This feedback was sought to better inform the final Improvement Strategy document and will be vital to ensure that any planned investment on the highway meets the needs of the local communities and industries it serves.

The feedback has been grouped into categories and is presented in Chapter 3 with a more extensive summary in Appendix 1.

## 2 CONSULTATION SUMMARY

In late 2015 we spoke to the Yass and Murrumbateman communities about whether the short, medium and long term priorities identified in the draft Improvement Strategy supported original feedback received from the community, key stakeholders and elected representatives. Feedback was invited from 26 October to 27 November 2015.

The aims of the community and stakeholder consultation were to:

1. Inform the community and stakeholders of the Draft Improvement Strategy to allow for informed submissions and feedback
2. Provide a range of opportunities and avenues for the community and stakeholders to provide feedback and advise of any other issues along the corridor
3. Help gain a better understanding of the community's response to the identified priorities
4. Give the community and stakeholders an opportunity to comment on the identified short, medium and long term priorities
5. To be open and transparent on how this feedback will be used in the final Improvement Strategy.

As part of the consultation activities feedback was received through:

1. Conversations with around 100 people at information kiosks in Yass and Murrumbateman with about 48 unique comments
2. 26 email submissions with 102 unique comments
3. 37 online feedback submissions with 66 unique comments.

### 2.1 Communication activities

The following communication activities were carried out to communicate information and encourage feedback. Copies of printed material is shown in Appendix 2:

- Media announcements made by the Federal Member for Hume and the NSW State Member for Goulburn (26 October 2015)
- 10,424 postcards mailed to all households in Yass, Murrumbateman and Hall. A copy of the postcard is available at Appendix 2
- Feedback forms available at information kiosks and selected shops in Yass, Murrumbateman and Hall. A copy of the form is available at Appendix 2
- Posters on display in selected shops in Yass, Murrumbateman and Hall. A copy of the poster is available at Appendix 2
- Six information kiosk advertisements in the Yass Tribune on 6 & 11 November 2015 and Canberra Times on 7, 11, 12 & 13 November 2015 to notify of the two information kiosks to be set up at Yass and Murrumbateman. A copy of the advertisement is available at Appendix 2
- Six 'Have your say' advertisements in the Yass Tribune on 4, 6, 11, 13, 18 & 20 November 2015. A copy of the advertisement is available at Appendix 2
- Digital advertising on the Canberra Times website from 2-13 November 2015. A copy of this advertisement is available at Appendix 2
- The Roads and Maritime projects webpage was updated to include the draft Improvement Strategy at <http://www.rms.nsw.gov.au/projects/south-western/barton-highway/index>
- The draft Improvement Strategy was featured on the Transport for NSW website at <http://www.transport.nsw.gov.au/projects-road-network-corridor-planning>.

## 2.2 Consultation activities

Two information kiosks were held to provide opportunities for the community and stakeholders to talk with and provide feedback to the project team. These were held on:

1. Friday 13 November 2015 at Yass Memorial Hall from 10am to 4pm
2. Saturday 14 November at Murrumbateman Village Markets from 9am to 1pm.

We had conversations with around 100 people at these sessions.

## 2.3 Overview of issues raised

There has been considerable interest in the draft Improvement Strategy from a number of stakeholders along the Barton Highway including Yass Valley Council, Canberra Region Joint Organisation, community and business groups, local industry and community members.

A total of 112 submissions were received. Many submissions covered several issues covering a range of topics. A total of 216 individual comments were identified from the 112 submissions.

The feedback has included qualified expressions of support for this Improvement Strategy and its options for improvements along the highway over the next 20 years.

The majority of feedback (63 comments) has included strong calls for duplication of the highway or a well-defined plan for the staged duplication of the highway.

The most commonly raised issues include:

- Duplication or staged duplication planning – 63 comments
- Intersection safety and efficiency – 33 comments
- Road safety – 31 comments
- Travel efficiency – 15 comments
- Murrumbateman bypass and amenity – 14 comments

- Pavement condition – 13 comments
- Overtaking opportunities – 9 comments
- Corridor planning – 5 comments
- Strategic significance – 3 comments
- Incident management – 3 comments
- Speed limits – 3 comments
- Heavy vehicles – 2 comments
- Road geometry – 1 comment
- Access – 1 comment
- Other issues – 29 comments.

A summary of each issue and the NSW Government's response is provided below, along with a reference to the community respondents from whom the comment was received.

## 2.4 Comment assessment process

The comments received were assessed as follows:

- Email responses were compiled with each topic mentioned in any given email identified as a unique comment. In this way 26 emails were identified as having 102 unique comments. Each email was given a unique number and each comment was given a unique number
- Online feedback was compiled with each topic mentioned in any given feedback form identified as a unique comment. In this way 37 responses were identified as having 66 unique comments. Each feedback form was given a unique number and each comment was given a unique number
- Feedback at the information kiosks in Murrumbateman and Yass was received through conversations with about 100 people. From these conversations notes were made and 48 unique comments identified. Each unique comment was given a unique number
- Through a review of all responses, comments were grouped into categories. These are the categories used in Chapter 3 of this report

- As comments were being grouped it was clear that a few comments could be applied to more than one issue category (e.g. Overtaking opportunities and road safety). There are therefore a total of 224 issues summarised and given responses in chapter 3 and in the list in section 2.3 even though there were only 216 individual comments.
- As there was a moderate amount of overlap between grouped comments, the comments were summarised into the key issues. Therefore the number of summarised issues is less than the total number of comments received in that category. For example, 33 comments were received on Intersection Safety and Efficiency which were summarised into five issues.
- The comments were discussed with the relevant staff and managers in Roads and Maritime Services and Transport for NSW and an agreed response developed.
- In Chapter 3 each issue is defined, the summarised comments listed and the response to each issue is given with references to the relevant sections in the Barton Highway Improvement Strategy as appropriate.



Gounyan Road realignment built as one of the future duplication carriageways.

## 3 RESPONSES TO ISSUES RAISED

### 3.1 Duplication or staged duplication planning

#### Issue description

Duplication involves constructing a dual carriageway road with at least two lanes in each direction to replace an existing single carriageway road with one lane in each direction. Staged duplication planning involves planning for an extra carriageway to be constructed over a period of time in stages. Duplication can improve traffic efficiency and road safety by allowing faster vehicles to pass slower moving traffic.

#### Submission numbers

A total of 63 comments were received on duplication or staged duplication. They can be found in submissions 4, 6, 7, 8, 9, 12, 13, 14, 15, 17, 20, 21, 24, 25, 65, 67, 87, 89, 92, 93, 94, 95, 101, 103, 104, 110, 111, 113, 115, 118, 119, 120, 121 and 122, and can be found in Appendix 1.

#### Summary of Issues

The majority of respondents want to see work start on the duplication of the highway immediately or in the short to medium term (within 10 years). The reasons for this included:

#### Issue 1

*Regional development, including subdivision and population growth in the Yass, Murrumbateman and Canberra areas, is leading to rapidly increasing traffic volumes.*

**Response** – Roads and Maritime has consulted with the planning division of Yass Valley Council and is aware of future residential and business development plans in Yass and Murrumbateman. Roads and Maritime is also aware of population projections from the NSW Department of Planning and Environment which would correlate with a likely increase in traffic on the Barton Highway. In the Improvement Strategy, current traffic data is in Chapter 4.6 with more detailed analysis in Chapter 5.3, population projections are in Chapter 6.1, land use changes in Chapter 6.2 and forecast traffic growth in Chapter 6.3. The predicted traffic volumes are used to determine the level of service

on the road now and into the future and to plan future works to keep the level of service at acceptable levels.

#### Issue 2

*Safety on the road is poor with motorists exhibiting risk taking behaviour to pass slower vehicles, leading to crashes and fatalities. Duplication is considered to be the solution as it provides slower and faster lanes.*

**Response** – Roads and Maritime has identified a range of short, medium and long term priorities to address the challenges of poor road safety performance and improve travel reliability on the Barton Highway, including treatments addressing driver frustration and risk taking behaviour. The construction of overtaking lanes to maintain traffic flow and the introduction of safety awareness programs to influence driver behaviour are just two of the safety measures identified to improve safety. Continued staged upgrades along the corridor will be designed to complement, or form part of, the future duplication of this highway. Frequent overtaking lanes in each direction can reduce poor driver behaviour as drivers are aware of the regular opportunities to overtake safely and so take fewer risks.

#### Issue 3

*A staged duplication needs to be developed for the Barton Highway, targeting 'critical' lengths first.*

**Response** – Noted. Continued staged upgrades along the corridor, including widening narrow lanes and road shoulders and reviewing and upgrading intersections, will wherever possible complement, or form part of, the future duplication of the Barton Highway. The highway's challenges have been prioritised and identified as short, medium or long term actions. The Improvement Strategy has a new section 6.4 that discusses duplication staging in more detail. The document has also been updated to better explain how current or proposed works contribute to the future duplication of the highway.



Barton Highway from near Yass Valley Way, across Yass River.

#### Issue 4

*The Barton Highway is the main link between Melbourne, south and western NSW into the nation's capital.*

**Response** – Noted. The Improvement Strategy has been amended in the Executive Summary and in Chapters 1 and 4.1 to strengthen acknowledgement of the Barton Highway's strategic importance within the state's road network and as an important link in the national road network.

#### Issue 5

*The NSW Government has been talking about duplication for many years. It is now time for construction to begin.*

**Response** – Noted. Any future roadwork along the corridor will wherever possible complement, or form part of, the future duplication of the highway. The Improvement Strategy has been amended in Chapter 8 to include the planning of future staged duplication as a short term priority (section 6.4). This will enable Roads and Maritime to refine the scope and update the strategic concept and explore aspects of the future design in the short term, while still allowing for the performance of the corridor to be monitored and adjustments made to planned works if required.

#### Issue 6

*There have been too many temporary solutions in recent years. Why spend money on more works when it is not known where the duplication will be?*

**Response** – The duplication of the Barton Highway has been considered in a range of studies and investigations for almost 20 years, starting with route option development in the late 1990s. In 2011, Roads and Maritime identified and mapped corridor boundaries to accommodate the future highway duplication and completed a strategic design and strategic economic analysis of the future carriageways. Recent works along the corridor as well as continuing upgrades will wherever possible complement, or form part of, the future staged duplication of the Barton Highway.

#### Issue 7

*20 years is too long to wait for the highway to be duplicated. The road is too congested and dangerous.*

**Response** – Noted. Roads and Maritime has identified short, medium and long term priorities towards staged duplication to address challenges including improving the road safety performance and management of traffic flow in line with Roads and Maritime's performance targets.

#### Issue 8

*The Federal Highway was duplicated when its volumes were about the same as the Barton Highway is now. In 2034 the volume on the Barton Highway is forecast to be 18,000, more than the current volume of the Federal Highway, yet duplication is not proposed.*

**Response** – Roads and Maritime has been collecting traffic data on the Barton Highway for more than 50 years and continues to monitor traffic growth rates to forecast the level of service (see Chapter 5.3). There are many factors that contribute to a decision to upgrade a road, and many design solutions available to address the wide variety of issues that must be considered. This process is being applied to the Barton Highway to ensure the most cost effective solutions are proposed to address current issues while also allowing for ongoing improvements as needed.

#### Issue 9

*Traffic projections need to be reviewed to consider freight growth.*

**Response** – All road user groups, including heavy vehicle drivers, have been considered during the development of this Improvement Strategy (see Chapter 6). Freight growth has considered historic rates as well as projected rates that consider the anticipated growth of the state wide and national freight task as well as local freight demands.

#### Issue 10

*A revised economic analysis for duplication is needed to allow for staging.*

**Response** – Noted. Economic analysis is carried out during the various stages of project development to ensure the optimal return on investment is achieved. It is an important part of any business case for a project. Continued development of duplication plans for the corridor will include economic analysis as a key component of the project business cases. Economic analysis for road projects is carried out in accordance with guidelines set out by Transport for NSW to meet the requirements of both state and federal treasuries.

#### Issue 11

*Clarification is needed on funding and priority status of the project.*

**Response** – Noted. Planning the future duplication, including a bypass of Murrumbateman, has now been identified as a short term investment priority. There is no current construction funding available for this project. Funding will be determined when the project is ready to start.

## 3.2 Intersection safety and efficiency

### Issue description

Intersection safety and efficiency relates to the safe and efficient interaction of vehicles, pedestrians and cyclists at intersections on the road network. Intersection efficiency is affected by issues such as traffic volumes and congestion, resulting in impacts to traffic flow, travel time and quality of travel. Safety at intersections can be addressed through treatments including signage and the construction of turning lanes.

### Submission numbers

A total of 33 comments were received on intersection safety and efficiency. They can be found in submissions 2, 4, 8, 10, 11, 15, 18, 22, 24, 27, 33, 40, 41, 44, 52, 56, 58, 63, 70, 74, 77, 80, 88, 97, 98, 116 and 123, and can be found in Appendix 1.

### Summary of Issues

#### Issue 1

*Vehicles are making unconventional movements to access the highway from some side roads, especially for right turns in the morning peak period.*

**Response** – Noted. Intersection improvements will be carried out as part of the short term investment priorities identified in this Improvement Strategy to ensure that drivers can use the intersection in safe and predictable ways to maximise safety and efficiency.

#### Issue 2

*Designs for intersections at Nanima Road, Spring Range Road and others should allow safe and efficient turning and entering and leaving the highway.*

**Response** – Noted. Intersections along the Barton Highway will be upgraded to allow traffic to safely enter/exit side roads amongst fast moving through traffic. This has been identified in the Improvement Strategy as a short term investment priority.

#### Issue 3

*Some intersections specifically mentioned as having safety issues are Nanima Road, Casuarina Lane, Gooda Creek Road and Hercules Street.*

**Response** – Noted. Intersections along the Barton Highway will be upgraded to improve safety. This has been identified in the Improvement Strategy as short and medium term investment priorities. Nanima Road is included in the short term priorities, Gooda Creek Road intersection has been added to the short term for development and design as it is within other proposed works development areas, and Hercules Street has been added to the short term list as it will be modified when pedestrian improvements in Murrumbateman are considered. Casuarina Lane has been added to the medium term actions.

#### Issue 4

*There are some concerns about design features of the recently upgraded McIntosh Circuit (traffic island visibility, bus safety, length of merge lanes), Kaveney's Road (traffic island visibility), Euroka Avenue (lighting) and Murrumbateman Road (lighting).*

**Response** – Roads and Maritime installed turning lanes and lighting at the McIntosh Circuit intersection in November 2015. Work to improve safety at the Euroka Avenue intersection was also completed in November 2015, while work at the Murrumbateman Road intersection was carried out in May 2014. Improvements at Kaveney's Road were carried out by a private developer, with final repairs completed in November 2015. New intersections installed along the route are monitored to ensure they are operating safely and in accordance with the design. It is also noted that at the time these comments were received in early November 2015, the McIntosh Circuit intersection works were still being finalised and the Kaveney's Road intersection repairs were still underway. This may have led to some lack of clarity as to the way the intersections would operate when finalised.



Left turn into McIntosh Circuit.

#### Issue 5

*Specification of the levels of service for intersection legs onto the highway, and the timing to ensure these are not exceeded are desirable.*

**Response** – The level of service for each approach leg of an intersection as well as for the intersection as a whole are considered during the comprehensive intersection design process in order to maximise safety and efficiency. Target levels of service have been determined for the road network as a whole and these are applied to designs on the Barton Highway.

### 3.3 Road safety

#### Issue description

Road safety relates to the development of solutions, such as engineering treatments and safety improvements, to reduce the severity of crashes on roads. This includes the installation of safety barriers, signage, road surface upgrades, hazard removal and repair of road and roadside infrastructure.

#### Submission numbers

A total of 31 comments were received on road safety. They can be found in submissions 4, 7, 12, 18, 19, 22, 24, 25, 38, 42, 43, 45, 60, 62, 71, 73, 75, 86, 97, 98, 99, 100, 109, 116, 119 and 122, and can be found in Appendix 1.

## Summary of Issues

### Issue 1

*Night time driving is tiring with few overtaking opportunities and bends that are difficult to interpret.*

**Response** – The construction of new overtaking lanes has been identified as a short term investment priority as part of the Improvement Strategy (see Chapter 5.3.6). The locations of these overtaking lanes will aim to maximise the road safety and efficiency improvements achieved along the corridor. Delineation has been identified as an area of concern to the community (see sections 5.4.6 and 3.5.2). The review and upgrading of delineation is also a short term priority for the whole corridor to assist drivers in interpreting the road alignment and stay within their travel lane. New works such as overtaking lanes will be completed with high standards of delineation.

### Issue 2

*Breakdown lane (road shoulder) is not suitable for cyclists and should be upgraded.*

**Response** – The widening of shoulders to 2 metres in both directions has been identified as a short term investment priority in the Improvement Strategy (see Chapter 5.4.4). The needs of cyclists on the shoulders will be considered as part of the shoulder widening process.

### Issue 3

*Crashes are related to slower vehicles, lack of overtaking opportunities and resulting risk taking behaviour.*

**Response** – The construction of new overtaking lanes has been identified as a short term investment priority as part of the Improvement Strategy (see Chapter 5.3.6). The additional overtaking lanes will increase overtaking opportunities and should reduce driver frustration as a result. The Improvement Strategy also includes the implementation of road user education campaigns to influence driver behaviour as a short term priority (see Chapter 5.2.10).

### Issue 4

*Development along the highway should be limited until road safety is improved.*

**Response** – Noted. Addressing immediate road safety issues is a number one priority in the Improvement Strategy. Future corridor changes and subsequent impacts on the highway are considered in Chapter 6 of the Improvement Strategy. These changes are linked to the corridor improvement planning process to pro-actively improve safety and efficiency along the route.

### Issue 5

*Improvements should be related to safety targets.*

**Response** – Noted. The improvement of road safety is a priority goal of the NSW Government as set out in the Road Safety Strategy for NSW. This plan sets out road safety targets for the state. The safety performance of the Barton Highway is also measured against similar roads throughout the state with the target of improving the safety performance of the highway to be better than those similar roads. Any future roadworks along the corridor will be targeted to maximise road user safety.

### Issue 6

*Safety improvements on some lengths of the highway can diminish the safety focus on remaining unimproved sections.*

**Response** – Noted. Road safety is important along the entire Barton Highway. An extensive road safety analysis is used as means of influencing funding to target areas of highest need first.

### Issue 7

*Report needs to clearly demonstrate that the casualty crash rate on the Barton Highway is unacceptable.*

**Response** – Noted. The Improvement Strategy has been amended to highlight the importance of safety issues (see Section 5.2.4) and the need to address the high crash rate has been added to the challenges in Chapter 7.

### Issue 8

*Safety at bus stops is important.*

**Response** – Safety at bus stops has been identified as a short term investment priority in the Improvement Strategy (see section 5.2.11).



Murrumbateman bus stop, northbound.

### Issue 9

*Speed cameras should be used in the Murrumbateman village.*

**Response** – Noted. As part of improving safety for vulnerable road users in Murrumbateman, Roads and Maritime will ensure speed is appropriately managed.

### Issue 10

*Road safety needs to be addressed at various sections, including Fairley Estate, the Jeir Straight, the overtaking lane near Munday's Lane, and Capricorn Corner bend.*

**Response** – Noted. Roads and Maritime is managing the issues at these locations. At the new Fairley Estate the speed limit on the highway has been reduced to reflect the urban nature of the area. The safety issues on Jeir Straight are being addressed through works associated with the curves near Vallencia Drive (see section 5.4.1). Roads and Maritime is considering possible options following the recent review of the Capricorn Corner bend. The review of the Munday's Lane overtaking lane is ongoing.

### Issue 11

*Property access along the highway is dangerous as motorists do not expect to be behind turning vehicles.*

**Response** – Noted. Widening the road shoulders to 2 metres will allow drivers to pass right or left turning vehicles along the highway. This initiative will be progressively implemented as part of the Improvement Strategy's short and medium term investment priorities.



Police enforcing good driver behaviour in Murrumbateman.

#### Issue 12

*Poor driver behaviour needs to be addressed.*

**Response** – Roads and Maritime has identified the implementation of behavioural programs as a short term priority. Strategies may include collaboration with relevant stakeholders including Yass Valley Council, NSW Police, and NSW and ACT government agencies.

#### Issue 13

*Police blitzes highlight the need to improve the road.*

**Response** – Noted. Behavioural programs that include enforcement are just one part of the Safe System approach to road safety used on the Barton Highway.

#### Issue 14

*Street lighting is needed at intersections to improve safety.*

**Response** – The need for street lighting is considered as part of Roads and Maritime's intersection upgrade investigations. In partnership with Yass Valley Council, Roads and Maritime will investigate lighting at intersections as a short term priority action.

#### Issue 15

*Road safety signage is needed.*

**Response** – Signage together with delineation will be investigated as a short term investment priority. Roads and Maritime will ensure all signage along the highway meets appropriate standards.

## 3.4 Travel efficiency

### Issue description

Travel efficiency involves the efficient interaction of vehicles along the road network. Travel efficiency is affected by issues such as traffic volumes and congestion, resulting in impacts to traffic flow, travel time and quality of travel.

### Submission numbers

A total of 15 comments were received on intersection safety and efficiency. They can be found in submissions 4, 8, 10, 15, 24, 56, 80, 88, 98 and 123, and can be found in Appendix 1.

### Summary of Issues

#### Issue 1

*The bus service from Yass to Canberra is inadequate and does not connect with suburbs like Belconnen, an important employment area for many Yass/Murrumbateman commuters.*

**Response** – Noted. The NSW Government recognises there is a large daily movement of workers and school students between NSW and the ACT, increasing the need for better integration of transport services. The Southern Regional Transport Plan is committed to providing community transport services where they are needed most between NSW and the ACT.

#### Issue 2

*The proposed short, medium and long term proposals will drag out road works for years, providing consistent bottlenecks and adding to frustration.*

**Response** – Noted. Any work carried out as part of this Improvement Strategy will be delivered in a way that minimises disruption to residents, commuters and motorists.

#### Issue 3

*Traffic projections need to clearly include freight projections and take the impact of the Canberra Airport development into consideration.*

**Response** – Noted. The traffic projections included in table 6-3 include all vehicle types. This is discussed in the text in section 6.3.1. A review of the Canberra Airport Master Plan does not reveal specific freight volumes that will impact on the Barton Highway. However, the NSW and ACT governments are constantly working together to ensure the interaction of the respective road networks is managed appropriately and all vehicle types are considered.

#### Issue 4

*The Improvement Strategy needs to include daily and hourly traffic volume information to highlight peak periods and their size.*

**Response** – Noted. Additional information has been added to section 5.3.5 to show peak period volumes, noting that figures 5-17 and 5-18 display the spread of traffic over the peak periods.

#### Issue 5

*P and L plate drivers slow the traffic flow due to lack of passing lanes.*

**Response** – The construction of new overtaking lanes has been identified as a short term investment priority as part of the Improvement Strategy. Roads and Maritime will also continue to monitor the level of service along the corridor and manage this by planning and implementing staged improvements to the highway, including additional overtaking lanes, as medium and long term investment priorities.



Gounyan Road approaching southbound overtaking lane.

#### Issue 6

*Signs are needed to advise motorists of the next passing opportunity.*

**Response** – As part of the installation of extra overtaking lanes, overtaking lane advanced information signage will be installed in line with appropriate standards as a short term investment priority. Roads and Maritime will review delineation and signage along the Barton Highway and new signs will be installed if required.

#### Issue 7

*Safety and level of service targets for the next 5, 10 and 20 years need to be specified.*

**Response** – Safety and service level targets for roads in NSW including the Barton Highway are determined based on the Network Performance Measures and Network Planning Targets (Roads and Maritime Services, 2010) and regularly updated benchmarked safety data. The Improvement Strategy will be reviewed every five years. Roads and Maritime also plans to monitor and evaluate the Improvement Strategy every three years to ensure progress is on track, to

highlight any issues that need to be addressed, and to identify any new actions or tasks needed along the highway.

#### Issue 8

*Congestion levels are increasing and need to be urgently addressed.*

**Response** – Noted. The construction of overtaking lanes as a short term investment priority will address driver frustration and localized travel time delay. Roads and Maritime will also continue to monitor the level of service along the corridor and manage this by planning and implementing staged improvements to the highway, including additional overtaking lanes, as medium and long term investment priorities.

#### Issue 9

*Mt Carmel High School is closing, meaning more students will be commuting to Canberra from Yass.*

**Response** – Noted. Incremental land use changes are considered in long term traffic growth considerations.

## 3.5 Murrumbateman bypass and amenity

Roads and Maritime has finalised the road boundaries and concept design for the future duplication of the Barton Highway. The future duplication of 33 kilometres of the Barton highway includes an eastern bypass of Murrumbateman.

### Submission numbers

A total of 14 comments were received on the Murrumbateman bypass. They can be found in submissions 1, 4, 12, 21, 24, 59, 61, 66, 76, 106, 107 and 122, and can be found in Appendix 1.

### Summary of Issues

#### Issue 1

*The Murrumbateman bypass would address many of the road safety, traffic efficiency and amenity issues in the Murrumbateman village.*

**Response** – Roads and Maritime’s planning for the highway includes a potential bypass of Murrumbateman that would separate local and through traffic, reduce conflict with vulnerable road users and address other traffic efficiency and amenity issues. The Improvement Strategy includes provision for further investigation and detailed design of the bypass to ensure the project meets the needs of the community in the best way possible (section 5.3.10).



Murrumbateman Village rest area.

#### Issue 2

*Access provision for horses from one side of the bypass to the other is important as horses can easily spook on highway overbridges.*

**Response** – Improving access for horse riders within Murrumbateman has been identified as a short term investment priority in the Improvement Strategy. The issue will also be considered as part of planning for the potential bypass.

#### Issue 3

*Construction of the bypass should be a priority.*

**Response** – Noted. The Improvement Strategy has been amended to reflect this. Planning to investigate a bypass of Murrumbateman has now been identified as a short term investment priority.

#### Issue 4

*A western bypass of Murrumbateman would be more direct.*

**Response** – Previous planning has identified an eastern bypass of the Barton Highway as the preferred bypass option.

#### Issue 5

*Impact to travel patterns following bypass construction.*

**Response** – An important part of planning for a bypass will be to consider traffic patterns and their impact on the village and community.

#### Issue 6

*Limit compression braking signs are needed in Murrumbateman due to heavy vehicle noise.*

**Response** – Signage will be investigated as a short term investment priority.

#### Issue 7

*Speed limit into Murrumbateman from proposed bypass needs to be examined.*

**Response** – Speed limits will be investigated as Roads and Maritime starts planning for a bypass of Murrumbateman as a short term investment priority.

## 3.6 Pavement condition

### Issue description

The comments received regarding pavement condition relate to the current standard of the road surface as well as its service life and maintenance. Effectively managing the Barton Highway's pavement condition over the long term will continue to be a challenge.

### Submission numbers

A total of 13 comments were received on pavement condition. They can be found in submissions 3, 8, 13, 20, 39, 55, 69, 78, 79, 89, 98 and 99, and can be found in Appendix 1.

### Summary of Issues

#### Issue 1

*Concerns about the quality of materials used and ongoing pavement failures associated with new works at Kaveney's Road, McIntosh Circuit and southern and northern approaches to Murrumbateman.*

**Response** – Noted. All construction material used in projects meets Roads and Maritime's guidelines and Australian standards. We are aware that old and new material is not interacting as well as expected, so we are working to develop solutions to ensure these issues are avoided in future works. Reconstruction of the full road width in proposed projects will help eliminate the types of failures that have occurred and better prepare and strengthen the road for being part of future duplication.



Construction methods are being reviewed to improve the finished product for road users – McIntosh Circuit Intersection 2015.

## 3.7 Overtaking opportunities

### Issue description

Overtaking opportunities exist when the combination of sufficient safe sight distance and no conflicting movements from the opposite direction are occurring together. When traffic volumes on a road increase, designated overtaking lanes allow motorists to overtake slower vehicles in a safe and efficient manner. As motorists are less likely to get frustrated and take risks overtaking other vehicles if they know there's a passing lane ahead, the construction of overtaking lanes is seen as a road safety and travel efficiency benefit. It is directly related to road geometry.

### Submission numbers

A total of 9 comments were received on overtaking lanes. They can be found in submissions 3, 18, 46, 97, 98, 108, 113 and 123, and can be found in Appendix 1.

### Summary of Issues

#### Issue 1

*More passing lanes are needed to reduce driver frustration and reduce risky overtaking movements.*

**Response** – Noted. The construction of new overtaking lanes has been identified as a short term investment priority as part of the Improvement Strategy (see Chapter 5.3.6). The locations of these overtaking lanes will aim to maximise the road safety and efficiency improvements achieved along the corridor and will depend on traffic and safety considerations and physical and environmental constraints.

#### Issue 2

*Clarification is needed on the number of lanes proposed in the short term (two sets or four sets in section 4).*

**Response** – Noted. There are two new overtaking lanes proposed for the short term. One is proposed between Nanima Road and Spring Range Road in the southbound (Canberra bound) direction. A second overtaking lane is proposed for the

northbound direction with two locations between the ACT border and Mundays Lane being investigated to determine which would provide the greatest benefit to motorists. The section of road from near Gooda Creek Road and Vallencia Drive is being investigated for improvement and may also include an extension of the overtaking lane near Vallencia Drive. The Improvement Strategy has been amended to reflect these details.

#### Issue 3

*Need to tie provision of overtaking lanes into level of service targets. Strategy should be to deliver nothing less than service C level in the next 5 years.*

**Response** – Service level targets for roads in NSW including the Barton Highway are determined based on the Network Performance Measures and Network Planning Targets (Roads and Maritime Services 2010). The level of service along the highway will be monitored as the Improvement Strategy is regularly reviewed to determine compliance with these targets and to determine appropriate remedial actions.



Nanima Road to Spring Range Road is the site of one proposed overtaking lane.

## 3.8 Corridor planning

### Issue description

Corridor planning is carried out to guide the NSW Government's management and development of a road corridor to improve safety, traffic efficiency and sustainability.

### Submission numbers

A total of 5 comments were received on corridor planning. They can be found in submissions 13, 16, 54, 112 and 114, and can be found in Appendix 1.

### Summary of Issues

#### Issue 1

*There is no interchange at Murrumbateman Road which means Murrumbateman Road traffic must travel through town.*

**Response** – As this issue relates to the strategic design for future duplication, including the Murrumbateman bypass presented to the community in 2011, Roads and Maritime will address this issue during the bypass planning process identified as a short term action in the Improvement Strategy.

#### Issue 2

*Proposed Murrumbateman bypass benefits would be achieved with western bypass.*

**Response** – Previous planning has identified an eastern bypass of the Barton Highway as the preferred bypass option.

#### Issue 3

*Comments received about duplication planning carried out in 2011.*

**Response** – All feedback received during previous planning processes has been considered as part of future planning and this Improvement Strategy.



The interchange of Murrumbateman Road with the Murrumbateman Bypass will be addressed during the Bypass planning process.

## 3.9 Strategic significance

### Issue description

Strategic significance is the value placed on the road within the context of the entire road network. Strategic significance helps determine funding and project priorities.

### Submission numbers

A total of 3 comments were received on strategic significance. They can be found in submissions 4, 21 and 24, and can be found in Appendix 1.

### Summary of Issues

#### Issue 1

*The Improvement Strategy should more strongly reflect the strategic significance of the Barton Highway in terms of economic and social links, its part in the National Land Network, and its links to the national capital.*

**Response** – Noted. The Improvement Strategy has been amended to reflect this in the Executive Summary and where the strategic position of the highway is noted throughout the document.

## 3.10 Incident management

### Issue description

Incident management is the proactive planning that takes place to manage traffic in the event of a crash or other incident along the highway. It is also the implementation of those plans during an incident.

### Submission numbers

A total of 3 comments were received on incident management. They can be found in submissions 53, 97 and 116, and can be found in Appendix 1.

### Summary of Issues

#### Issue 1

*When an incident occurs on the highway the available detour routes are limited and long.*

**Response** – Noted. Roads and Maritime is working with Yass Valley Council to identify opportunities for improved incident management routes.

#### Issue 2

*Why are roads like Nanima Road not available for detours, even under limited operating speed limits and similar, when the incident is between Nanima Road and Murrumbateman Road?*

**Response** – Roads and Maritime will continue to work with Yass Valley Council to ensure its traffic incident management processes include appropriate access to the local road network when there are crashes on the Barton Highway (see Chapter 5.3.9). This action will be investigated as a short term investment priority as part of the Improvement Strategy.

#### Issue 3

*Why is there no earlier warning of incidents along the road? This would allow detours to be taken earlier and avoid the need to back track.*

**Response** – Roads and Maritime will work with other agencies including the ACT Government to review incident management plans as part of the Improvement Strategy's short term investment priorities. We will investigate how Intelligent Transport Systems such as overhead Variable Message Signs (VMS) or smart phone applications could be used on the highway to help better manage incidents, inform motorists of incidents, and provide a smoother traffic flow. This can reduce the risk of secondary incidents and limit the need to "backtrack" to take an alternate route (see Chapter 5.3.9).

## 3.11 Speed limits

### Issue description

The fundamental principle in setting speed limits for a particular length of road is that the established speed limit should reflect the road safety risk to the road users while maintaining mobility and amenity. In setting speed limits, the principles of the Safe System are taken into account.

### Submission numbers

A total of 3 comments were received on speed limits. They can be found in submissions 50, 57 and 112, and can be found in Appendix 1.

### Summary of Issues

#### Issue 1

*Reduce the speed limit to 80km/h between Murrumbateman and Canberra.*

**Response** – Roads and Maritime regularly reviews speed limits in NSW, in line with the NSW Speed Zoning Guidelines, taking into account factors such as road geometry, road use, vehicle types and volumes and crash history along the route.

#### Issue 2

*Reduce the speed limit near McIntosh Circuit to 80km/h.*

**Response** – Roads and Maritime regularly reviews speed limits in NSW, in line with the NSW Speed Zoning Guidelines, taking into account factors such as road geometry, road use, vehicle types and volumes and crash history along the route.

#### Issue 3

*The 50km/h in the Murrumbateman Village is vital for the village. Larger roads with higher speeds should not be allowed to impact this.*

**Response** – Noted. Roads and Maritime acknowledges the function of Murrumbateman as a local village and place and the importance of speed management to help manage safety in this urban environment.



70km/h speed limit signs approaching Murrumbateman.



North of Kaveney's Road, southbound.

## 3.12 Heavy vehicles

### Issue description

Heavy vehicles are an important link in the supply chain that provides the food and goods that the community needs to function. The different operating characteristic of heavy vehicles to other vehicles must be appropriately considered and managed within the road network.

### Submission numbers

A total of 2 comments were received on heavy vehicles. They can be found in submissions 35 and 99, and can be found in Appendix 1.

### Summary of Issues

#### Issue 1

*Heavy vehicle passing through the main street of Yass is a concern.*

**Response** – Noted. Yass Valley Way is a Council controlled road. Roads and Maritime will refer the matter to Yass Valley Council for their consideration and action.

#### Issue 2

*Heavy vehicles travelling in convoy and causing congestion on highway due to lack of overtaking opportunities.*

**Response** – Noted. The construction of new overtaking lanes has been identified as a short term investment priority as part of the Improvement Strategy to address vehicle platooning. Roads and Maritime will also continue to monitor the level of service along the corridor and manage this by planning and implementing staged improvements to the highway, including additional overtaking lanes, as medium and long term investment priorities.

## 3.13 Road geometry

### Issue description

Road geometry is the combination of vertical changes in grade and horizontal curves and straights that, combined with lane, shoulder, and road formation width, make up the alignment and operating characteristics of the road.

### Submission numbers

One comment was received on road geometry. It can be found in submission 13, and can be found in Appendix 1.

### Summary of Issues

#### Issue 1

*Ensure existing carriageway meets modern road width and separation specifications.*

**Response** – Noted. The road design for the Barton Highway will meet appropriate road width and separation specifications. Continued staged

upgrades along the corridor, including widening narrow lanes and road shoulders, will complement, or form part of, the future road duplication of the Barton Highway. These have been prioritised and identified as short, medium or long term actions.

#### Issue 2

*Criticism of Murrumbateman Road intersection improvements, specifically railing, post installation and line marking.*

**Response** – Noted. Work at this intersection was completed in November 2015. The project was carried out in line with the site constraints to gain the best possible solution and meet current design standards.



Road geometry challenges near Vallencia Drive.

## 3.14 Access

### Issue description

Access refers to the entry to and exit from private properties along the highway.

### Submission numbers

One comment was received on access. It can be found in submission 19, and can be found in Appendix 1.

### Summary of Issues

#### Issue 1

*Access to and from properties is difficult due to road design, pavement, sight distance and other obstacles, such as lack of suitable road shoulder in which to stop.*

**Response** – In line with the actions outlined in the Improvement Strategy, the Barton Highway will be progressively upgraded where possible to meet appropriate road design specifications to reduce or eliminate difficulties in accessing private property.

## 3.15 Other issues

### Issue description

A number of other issues were raised during the consultation period. This section addresses these remaining issues.

### Submission numbers

A total of 29 comments were received on a range of issues. They can be found in submissions 1, 10, 12, 14, 18, 19, 24, 26, 34, 36, 37, 47, 48, 49, 51, 64, 68, 72, 90, 91, 96, 97, 100, 102 and 105, and can be found in Appendix 1.

### Summary of Issues

#### Issue 1

*The importance of viticulture to the local economy needs to be emphasised.*

**Response** – Noted. The Improvement Strategy has been amended to reflect this in Chapter 1 and Chapter 3.2.5.

#### Issue 2

*ACT light rail needs to extend along the Barton Highway corridor.*

**Response** – Noted. The NSW Government recognises there is a large daily movement of workers and school students between NSW and the ACT, increasing the need for better integration of transport services. The Southern Regional Transport Plan is committed to providing community transport services where they are needed most between NSW and the ACT.

#### Issue 3

*Improvement Strategy just says what is already known. Just get on with the work.*

**Response** – Noted.

#### Issue 4

*The 20 year timeframe is too long and needs to be shortened.*

**Response** – Noted. Corridor strategies investigate and propose actions for each corridor over a 20 year time frame which is in line with the NSW Long Term Transport Master Plan.

#### Issue 5

*Improvement Strategy needs to be more specific about improvement proposals.*

**Response** – The executive summary and chapter 8 have been amended to clearly reflect the priorities.

#### Issue 6

*Review the discount rate for economic analysis.*

**Response** – Noted. The discount rate for economic analysis is set by NSW Treasury and is currently 7%. Sensitivity analysis rates of 4% and 10% are also used to allow for possible future scenarios and to ensure rigorous analysis is carried out. This will be reviewed as part of the Strategic Business Case.

#### Issue 7

*Revise the corridor objectives in consultation with other relevant stakeholders.*

**Response** – The corridor objectives were discussed at the Barton Highway Improvement Strategy Steering Committee meetings. They were also presented to stakeholders and the community during public consultation for the development of the Improvement Strategy. The objectives are based on the strategic objectives specified in the Long Term Transport Master Plan for NSW.

#### Issue 8

*Ensure the road is suitable for self-guided vehicles into the future.*

**Response** – Noted. The road design for the Barton Highway will meet appropriate design standards for all vehicles, including self-guided vehicles.

#### Issue 9

*Leave the highway as it is. Straightening the road will lead to higher speeds.*

**Response** – Noted. Operating speed is considered during any road realignment.

#### Issue 10

*It is never going to happen because there will be no money.*

**Response** – Noted. A key role of corridor strategies is to provide the evidence to guide road funding in order to optimise the operation of the network.

#### Issue 11

*Ladevale is shown as Lady Vale on maps and needs correcting.*

**Response** – Noted. The Improvement Strategy has been amended to reflect the correct spelling in figure 1-2 and figure 5-2.

#### Issue 12

*Safety and service targets are needed to measure the Improvement Strategy's success.*

**Response** – Safety and service level targets for roads in NSW including the Barton Highway are determined based on the Network Performance Measures and Network Planning Targets (Roads and Maritime Services, 2010) and regularly updated bench marked safety data. The level of service along the highway will be monitored as the Improvement Strategy is regularly reviewed to determine compliance with these targets and to determine appropriate remedial actions.

#### Issue 13

*Return on Investment (ROI) index is a callous way of measuring the need to improve the road.*

**Response** – Noted. The ROI measure is used in economic analysis of projects as a means of comparing projects against each other rather than as a means of measuring the need to improve a road.

#### Issue 14

*Short, medium and long term time frames need to be specified.*

**Response** – Timeframes are specified in the tables in the Executive Summary and in Chapter 8. They are short term (0 to 5 years), medium term (5 to 10 years) and long term (10 to 20 years). These are consistent with the NSW government planning timeframes in the Long Term Transport Master Plan.

#### Issue 15

*Interim work does not appear to be in preparation for future duplication.*

**Response** – Noted. The Improvement Strategy has been amended to reinforce the fact that recent and future works will be carried out so that they can form part of or complement future duplication.

## 4 WAY FORWARD

This consultation summary details the comments and feedback received by Roads and Maritime on the Barton Highway Draft Improvement Strategy following a public consultation period between 26 October and 27 November 2015. The report also responds to the concerns raised in these submissions.

Consideration of the issues raised during the public submissions period has led to a number of updates and improvements to the final document.

We would like to thank community members and stakeholders for their time and input into the Improvement Strategy development process. Local knowledge has been invaluable in the development of a final document that accurately represents the travel needs of the community it aims to support.



South of Yass Valley Way, southbound.

## 5 APPENDIX

### Appendix 1 – Table of respondents

Respondent	Respondent number	Section where issues were considered
Respondents 1 to 27 commented via email		
Local Winery	1	Murrumbateman bypass and amenity Other
Not specified	2	Intersection safety and efficiency
Regular Barton Highway user	3	Pavement condition Overtaking opportunities
Barton Highway user	4	Travel efficiency Road safety Strategic Significance Duplication or staged duplication planning
Yass Resident	5	Duplication or staged duplication planning
Not specified	6	Duplication or staged duplication planning
Murrumbateman Resident	7	Road safety Duplication or staged duplication planning
Murrumbateman Resident	8	Pavement condition, Travel efficiency, Duplication or staged duplication planning
Barton Highway User	9	Duplication or staged duplication planning
Yass Resident	10	Road Safety Travel Efficiency Other
Nanima Road Resident	11	Intersection safety and efficiency
Yass Resident	12	Murrumbateman bypass and amenity Duplication or staged duplication planning Road Safety Other
Murrumbateman resident	13	Duplication or staged duplication planning Road geometry Pavement condition Corridor planning
Yass resident	14	Duplication or staged duplication planning Other

Respondent	Respondent number	Section where issues were considered
Murrumbateman resident	15	Duplication or staged duplication planning Travel Efficiency Murrumbateman bypass and amenity
Murrumbateman resident	16	Corridor planning
Barton Highway user	17	Duplication or staged duplication planning
Jeir resident	18	Overtaking opportunities Road safety Intersection safety and efficiency Other
Yass resident	19	Access Road safety Other
Not Specified	20	Duplication or staged duplication planning Pavement condition
Canberra Region Joint Organisation	21	Other Duplication or staged duplication planning Murrumbateman bypass and amenity
Barton Highway User	22	Road Safety Intersection safety and efficiency
Not specified	23	Other
Yass Valley Council (Mayor)	24	Other Strategic significance Duplication or staged duplication planning Road safety Intersection safety and efficiency Murrumbateman bypass and amenity Travel efficiency
Murrumbateman resident	25	Duplication or staged duplication planning Road safety Travel efficiency
Murrumbateman resident	26	Other

Respondent	Respondent number	Section where issues were considered
Murrumbateman resident	27	Intersection safety and efficiency
Reserved for additional late email responses outside of consultation period	28-32	N/A
Responses 33 to 80 are from the information kiosks at Yass on Friday 13th November 2015 and Murrumbateman Farmers Market on Saturday 14th November 2015.		
Information kiosk response	33	Intersection safety and efficiency
Information kiosk response	34	Other
Information kiosk response	35	Heavy vehicle
Information kiosk response	36	Other
Information kiosk response	37	Other
Information kiosk response	38	Road Safety
Information kiosk response	39	Pavement condition
Information kiosk response	40	Intersection safety and efficiency
Information kiosk response	41	Intersection safety and efficiency
Information kiosk response	42	Road safety
Information kiosk response	43	Road safety
Information kiosk response	44	Intersection safety and efficiency
Information kiosk response	45	Road safety
Information kiosk response	46	Overtaking opportunities
Information kiosk response	47	Other
Information kiosk response	48	Other
Information kiosk response	49	Other
Information kiosk response	50	Speed limits
Information kiosk response	51	Other
Information kiosk response	52	Intersection safety and efficiency
Information kiosk response	53	Incident management
Information kiosk response	54	Corridor planning
Information kiosk response	55	Pavement condition
Information kiosk response	56	Travel efficiency
Information kiosk response	57	Speed limits
Information kiosk response	58	Intersection safety and efficiency
Information kiosk response	59	Murrumbateman bypass and amenity
Information kiosk response	60	Road safety
Information kiosk response	61	Murrumbateman bypass and amenity

Respondent	Respondent number	Section where issues were considered
Information kiosk response	62	Road safety
Information kiosk response	63	Intersection safety and efficiency
Information kiosk response	64	Other
Information kiosk response	65	Duplication or staged duplication planning
Information kiosk response	66	Murrumbateman bypass and amenity
Information kiosk response	67	Duplication or staged duplication planning
Information kiosk response	68	Other
Information kiosk response	69	Pavement condition
Information kiosk response	70	Intersection safety and efficiency
Information kiosk response	71	Road safety
Information kiosk response	72	Other
Information kiosk response	73	Road safety
Information kiosk response	74	Intersection safety and efficiency
Information kiosk response	75	Road safety
Information kiosk response	76	Murrumbateman bypass and amenity
Information kiosk response	77	Intersection safety and efficiency
Information kiosk response	78	Pavement condition
Information kiosk response	79	Pavement condition
Information kiosk response	80	Travel Efficiency
Reserved for additional feedback following up from information kiosks	81-85	N/A
Online feedback was received via the Roads and Maritime website during the consultation period. Many respondents did not provide contact details.		
Not specified	86	Road Safety
Not specified	87	Duplication or staged duplication planning Pavement condition
Not specified	88	Travel Efficiency
Murrumbateman resident	89	Pavement condition Other Duplication or staged duplication planning
Not specified	90	Other
Not specified	91	Other
Not specified	92	Duplication or staged duplication planning

Respondent	Respondent number	Section where issues were considered
Not specified	93	Duplication or staged duplication planning
Not specified	94	Duplication or staged duplication planning
Not specified	95	Duplication or staged duplication planning Other
Not specified	96	Other
Jeir resident	97	Overtaking opportunities Road safety Intersection safety Other
Not specified	98	Travel Efficiency Road safety Incident management Pavement condition Overtaking opportunities Murrumbateman bypass and amenity Other
Not specified	99	Heavy vehicles Pavement condition
Not specified	100	Road safety Other
Not specified	101	Duplication or staged duplication planning Travel efficiency
Not specified	102	Other
Not specified	103	Duplication or staged duplication planning
Not specified	104	Duplication or staged duplication planning
Not specified	105	Other
Murrumbateman resident	106	Murrumbateman bypass and amenity Other
Not specified	107	Murrumbateman bypass and amenity
Not specified	108	Overtaking opportunities Other
Not specified	109	Road safety Travel efficiency

Respondent	Respondent number	Section where issues were considered
Murrumbateman resident	110	Duplication or staged duplication planning
Not specified	111	Duplication or staged duplication planning
Murrumbateman resident	112	Corridor planning Murrumbateman bypass and amenity
Not specified	113	Other Duplication or staged duplication planning Overtaking opportunities Heavy vehicles
Not specified	114	Corridor planning Other
Not specified	115	Duplication or staged duplication planning
Murrumbateman resident	116	Intersection safety and efficiency Travel efficiency Speed limits Murrumbateman bypass and amenity Incident management Road safety
Comments entered twice. See respondent 123	117	N/A
Not specified	118	Duplication or staged duplication planning
Not specified	119	Road safety
Lade Vale resident	120	Duplication or staged duplication planning
Not specified	121	Duplication or staged duplication planning
Not specified	122	Murrumbateman bypass and amenity Duplication or staged duplication planning Road safety
Not specified	123	Duplication or staged duplication planning Overtaking opportunity Travel efficiency

## Appendix 2 – Community Consultation Material



**Australian Government**  
BUILDING OUR FUTURE

**NSW**  
MAKING IT HAPPEN

### Barton Highway Draft Improvement Strategy

**Have your say**

The Australian and NSW governments have funded a strategy for the ongoing improvement of the Barton Highway. The draft strategy is on display for comment until Friday 27 November 2015.

The government's 20 year plan will manage and guide the development of the road corridor to improve safety, traffic efficiency and sustainability.

**What do we want you to comment on?**

We want to know if you think the draft strategy's short, medium and long term investment priorities are right and support the feedback received from the community, key stakeholders and elected representatives.

Visit our website [www.rms.nsw.gov.au](http://www.rms.nsw.gov.au) for more information and to download the strategy.

**Have your say**

Send comments via our website  
[rms.nsw.gov.au/roadprojects](http://rms.nsw.gov.au/roadprojects)

Email  
[bartonfeedback@rms.nsw.gov.au](mailto:bartonfeedback@rms.nsw.gov.au)

Call 02 6938 1107

Write to Barton Highway Draft Improvement Strategy  
PO Box 484  
Wagga Wagga NSW 2650

Comments close 5pm Friday 27 November 2015

For more information call 02 6938 1107, email [bartonfeedback@rms.nsw.gov.au](mailto:bartonfeedback@rms.nsw.gov.au) or visit [www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

Postcard



**Australian Government**  
BUILDING OUR FUTURE

**NSW**  
MAKING IT HAPPEN

### Barton Highway Draft Improvement Strategy

**Have your say**

Comments close 27 November 2015 [FIND OUT MORE](#)

**Transport Roads & Maritime Services**

Digital advertisement



**Australian Government**  
BUILDING OUR FUTURE

**NSW**  
MAKING IT HAPPEN

### Barton Highway Draft Improvement Strategy

**Have your say**

The Australian and NSW governments have funded a strategy for the ongoing improvement of the Barton Highway. The draft strategy is on display for comment until Friday 27 November 2015.

The government's 20 year plan will manage and guide the development of the road corridor to improve safety, traffic efficiency and sustainability.

**What do we want you to comment on?**

We want to know if you think the draft strategy's short, medium and long term investment priorities are right and support the feedback received from the community, key stakeholders and elected representatives.

Visit our website [www.rms.nsw.gov.au](http://www.rms.nsw.gov.au) for more information and to download the strategy.

**Have your say**

Send comments via our website  
[rms.nsw.gov.au/roadprojects](http://rms.nsw.gov.au/roadprojects)

Email  
[bartonfeedback@rms.nsw.gov.au](mailto:bartonfeedback@rms.nsw.gov.au)

Call 02 6938 1107

Write to Barton Highway Draft Improvement Strategy  
PO Box 484  
Wagga Wagga NSW 2650

Comments close 5pm Friday 27 November 2015

For more information call 02 6938 1107, email [bartonfeedback@rms.nsw.gov.au](mailto:bartonfeedback@rms.nsw.gov.au) or visit [www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

**1<sup>st</sup> Improve intersections**

**Improve the efficient movement of freight**

**Safe road conditions**

**Planning for the future**

**Better and more reliable**  
for local, national, interstate and freight

**Reduce severity and likelihood of crashes**

**Increasing overtaking opportunities**

**Planning for future residential growth**

**Transport Roads & Maritime Services**

A3 poster



**Australian Government**  
BUILDING OUR FUTURE

**NSW**  
MAKING IT HAPPEN

**Transport Roads & Maritime Services**

### Barton Highway Draft Improvement Strategy

**Have your say**

The Barton Highway Draft Improvement Strategy has been prepared in partnership between the Australian and NSW governments.

The improvement strategy sets out the government's 20 year plan to manage and guide the development of the road corridor to improve road safety, traffic efficiency and sustainability.

The draft strategy is now available to download from our website.

**Have your say**

We want to know if you think the draft strategy's short, medium and long term investment priorities are right and support the feedback received from the community, key stakeholders and elected representatives.

You are invited to provide feedback by 5pm Friday 27 November 2015.

To provide feedback you can:

**Web:** Send comments via our website  
[www.rms.nsw.gov.au/roadprojects](http://www.rms.nsw.gov.au/roadprojects)

**Email:** [bartonfeedback@rms.nsw.gov.au](mailto:bartonfeedback@rms.nsw.gov.au)

**Mail:** Barton Highway Draft Improvement Strategy, PO Box 484, Wagga Wagga NSW 2650

For more information please contact  
Graham Horner, Network and Corridor Planner,  
02 6938 1107  
[bartonfeedback@rms.nsw.gov.au](mailto:bartonfeedback@rms.nsw.gov.au)  
[www.rms.nsw.gov.au/roadprojects](http://www.rms.nsw.gov.au/roadprojects)



**Australian Government**  
BUILDING OUR FUTURE

**NSW**  
MAKING IT HAPPEN

**Transport Roads & Maritime Services**

### Barton Highway Improvement Strategy

**Information kiosks**

The Australian and NSW governments have funded a strategy for the ongoing improvement of the Barton Highway.

The improvement strategy sets out the government's 20 year plan to manage and guide the development of the road corridor to improve road safety, traffic efficiency and sustainability. The draft strategy is now available to download from our website.

You are invited to attend information kiosks to ask questions and take your feedback.

**Information kiosks**

**When:** Friday 13 November 2015  
**Where:** Memorial Hall, Yass  
**Time:** 10am to 4pm

**When:** Saturday 14 November 2015  
**Where:** Murrumbateman Village Markets, Murrumbateman  
**Time:** 9am to 1pm

For more information please contact  
Graham Horner, Network and Corridor Planner,  
02 6938 1107  
[bartonfeedback@rms.nsw.gov.au](mailto:bartonfeedback@rms.nsw.gov.au)  
[www.rms.nsw.gov.au/roadprojects](http://www.rms.nsw.gov.au/roadprojects)

Left: Have your say advertisement

Right: Information kiosk advertisement

Feedback form





Australian Government

**BUILDING OUR FUTURE**



## **Barton Highway Improvement Strategy Community Consultation Report**

January 2017

ISBN: 978-1-925507-65-2

© State of New South Wales through  
Transport for NSW, 2016

### **Transport for NSW**

18 Lee Street, Chippendale NSW 2008

### **Disclaimer**

While every reasonable effort has been made to ensure that this document is correct at the time of printing, the State of NSW, its agents and employees disclaim any and all liability to any person in respect of anything or the consequences of anything done or omitted to be done in reliance upon the whole or any part of this document.

**For more information, visit [www.transport.nsw.gov.au](http://www.transport.nsw.gov.au)**