

Asset Management

If you don't measure roughness and have 5 year cycle of pavement testing using a FWD then you aren't looking after the road pavements. If you don't measure you don't know how bad the problem is or where first to address it.

Safety Line Markings:

It was often quite hard to see where the double whitelines start on rural roads and especially in fog all the lines disappear. Can we please go back to double yellows as in other countries to more easily see the centre of the road and the start of double lines. They also work well in fog such as on the Blue Mountains and Central Tablelands in winter and as the snow melts.

Grass on verges: there are many ways of keeping the shoulders clear of vegetation to ensure it is easier to re centre the car.

Passing Lanes

There should be a maximum time of 10 minutes only before there is an opportunity to pass slow vehicles. If you don't people will simply pass on the double lines

Traffic Control:

The length of control is too long beyond the works. The sires are not closed down at night by covering the speed zone changes Great Western Hwy is the worst offender. Again what happens if nothing is happening ie no works underway then the motorist will ignore the traffic control at other times when you want them to slow down. This should be strongly enforced by the Principal.

RESELIANCE New Bridges replacing old

All new structures should be built for a minimum height for a 1 in 50 year flood level.

The Abercrombie River Low Level Crossing between Oberon and Taralga which was been replaced with the same height structure about 4 years ago on the only road that runs parallel to the coast and the Hume Hwy.

Two weeks after it was reopened a car and caravan was trapped against the guard rail by rising flash flood. Absolutely appalling engineering decision

Regards Rod Pomroy